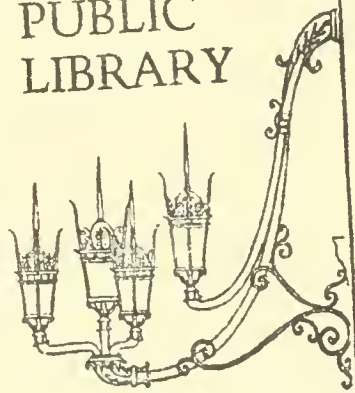


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PUBLIC
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Harborpark

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INTERIM DESIGN STANDARDS FOR THE INNER HARBOR

CITY OF BOSTON RAYMOND L. FLYNN MAYOR

BOSTON REDEVELOPMENT AUTHORITY STEPHEN COYLE DIRECTOR

Harborpark



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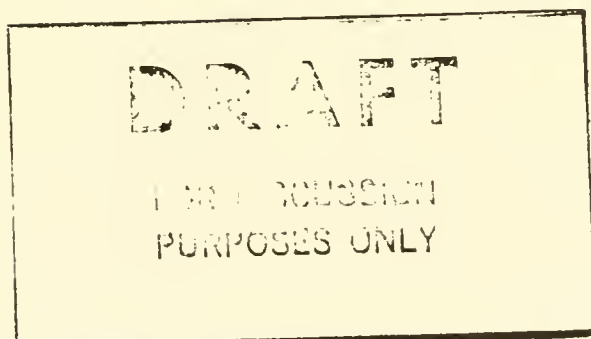
INTERIM DESIGN STANDARDS FOR THE INNER HARBOR

CITY OF BOSTON RAYMOND L. FLYNN MAYOR

BOSTON REDEVELOPMENT AUTHORITY STEPHEN COYLE DIRECTOR

HARBORPARK

INTERIM DESIGN STANDARDS
FOR THE INNER HARBOR



Boston Redevelopment Authority
Board Members

Robert L. Farrell, Chairman
Joseph J. Walsh, Vice-Chairman
James K. Flaherty, Treasurer
Clarence J. Jones, Assistant Treasurer
William A. McDermott, Jr. Member

November 20, 1984

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
II. DESIGN GOALS	4
III. DESIGN STANDARDS	5
IV. PROJECT REVIEW PROCESS	43
V. NEXT STEPS	45
CREDITS	46

I. INTRODUCTION

Harborpark - a planning program for the balanced development and continued revitalization of Boston's waterfront - was recently initiated by Mayor Flynn. The preliminary study for the plan, "Harborpark - A Framework for Planning Discussion", published by the Boston Redevelopment Authority in October, 1984 marked the beginning of a participatory planning process necessary for the detailed planning and implementation of Harborpark.

This study indicated that, within the 15-month planning period, several key steps would be undertaken. One step identified as necessary - the development of Interim Design Standards - has been completed first for the Inner Harbor area where waterfront properties are experiencing the strongest development pressures. Interim Design Standards for the other four Harborpark neighborhoods: East Boston, Charlestown, South Boston, and Dorchester will be formulated in coming months.

Among Harborpark's goals are bringing new social and economic activity to the Inner Harbor, enhancing its connections with Boston's architectural and cultural heritage, improving access between the city and the harbor, strengthening the ties between the waterfront neighborhoods, and supporting new development that complements the scale and character of the city. In keeping with these goals, the Interim Design Standards in this report reflect a respect for Boston's history, a desire to preserve and build upon its special aesthetic characteristics, and a sensitivity towards public needs and neighborhood concerns.

The Design Standards will provide the necessary guidelines to ensure that the design of structures and open spaces on the waterfront during the 15-month planning process facilitates achieving the multiple and varied goals of the Harborpark project. They will provide guidance to the developer and

architect team at the outset of design development by informing them of the design standards most appropriate for waterfront developments. As a result, they will assist in developing an acceptable design in a much shorter period of time thus helping reduce the project expenses of the development team.

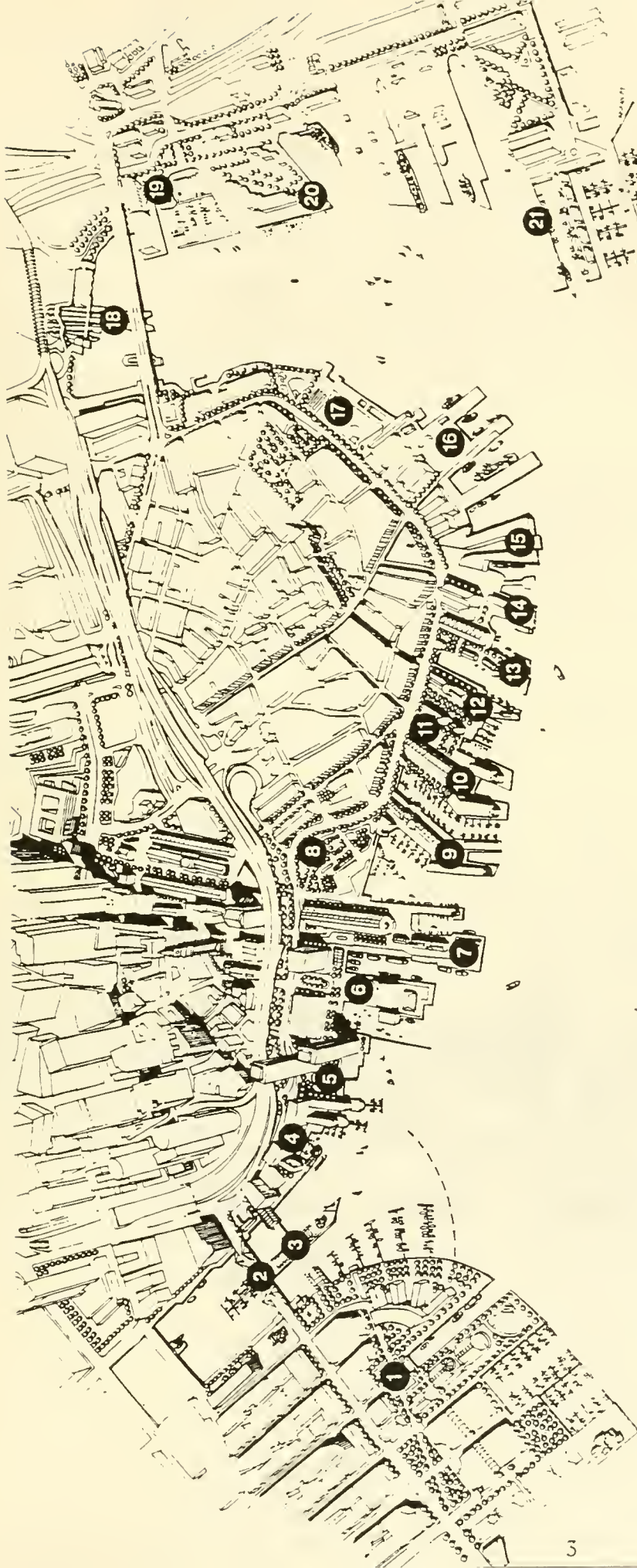
The Interim Design Standards will be an essential element within the overall project review process during the planning period. This review process, to be conducted by Boston Redevelopment Authority staff and the Advisory Committee for Harborpark, will also include consideration of other important elements such as conformance to the Interim Zoning Controls, financial feasibility, the creation of social and economic benefits for the public, and community needs and concerns. The review process will thus provide an opportunity for balancing Harborpark's design, social, and economic goals.

The Interim Design Standards challenge developers and architects to create new buildings and spaces that reflect and enhance the past while meeting the needs of future uses and lifestyles. They aim to promote a waterfront that is inviting to all of Boston's residents and visitors, a waterfront that is accessible, safe, comfortable, exciting, and respectful of Boston's heritage. In short, these design standards aim to ensure that Boston's waterfront once again regains the vitality it once possessed within the city.

As one observer recalls:

"Our wharves....were in every truth water parks for the people, and contained no end of object lessons. On pleasant Sundays whole families resorted thither. On holidays and special gala occasions, they were immensely attractive; each vied with the other. Every description of craft, from sloop to a full rigged ship, was rich in the display of canvas and bunting. It was a picture that.....can be more easily imagined than described."*

* Colonel Frank Forbes, "The Old Wharves of Boston", Proceedings of the Bostonian Society, January, 1952, p. 30.



1 FAN PIER

Public Marina, Promenade
Water Taxi Dock

**2 NEW NORTHERN
AVENUE BRIDGE**

Harbor Walk and Landscape Park

**3 HISTORIC NORTHERN
AVENUE BRIDGE**

Public Dock, Marina, Boat Basin,
Observation Tower

4 ROWES AND FOSTER'S WHARF

Boat Terminal, 8th Floor Public Observation
Deck, Public Access

5 INDIA WHARF

Harborwalk - Seating

6 AQUARIUM

Harborview, Seal Pool and Fountain

7 LONG WHARF/T WHARF

Boat Docks, Major Vicinity Area, Park

8 WALK TO THE SEA

Bandstand, Public Promenade,
Landscaped Area

9 COMMERCIAL WHARF

Maritime Museum, Public Dock

10 LEWIS WHARF

Wintergarden, Aviary

11 PILOT HOUSE

Harborview, Public Seating

12 SARGENT'S WHARF

Water Taxi, Public Boat Docking, Housing

13 UNION WHARF

Harborwalk

14 LINCOLN WHARF

Fireboat Pier, Tall Ship Dock

15 BATTERY WHARF

Lobster Pound, Harbor Viewing Area

16 CONSTITUTION WHARF

Harbor Viewing Pier, Harborwalk

17 NORTH END PLAYGROUND

Bocce Courts, Hockey Rink,
Swimming Pools

18 CHARLES RIVER DAM AREA

Observation Bridge, Paul Revere Landing

**19 CHARLESTOWN CITY SQUARE/
RAPIDS WAREHOUSE
DEVELOPMENT**

Harborview, Marina, Harborwalk

20 HOOSAC PIER

Harborwalk

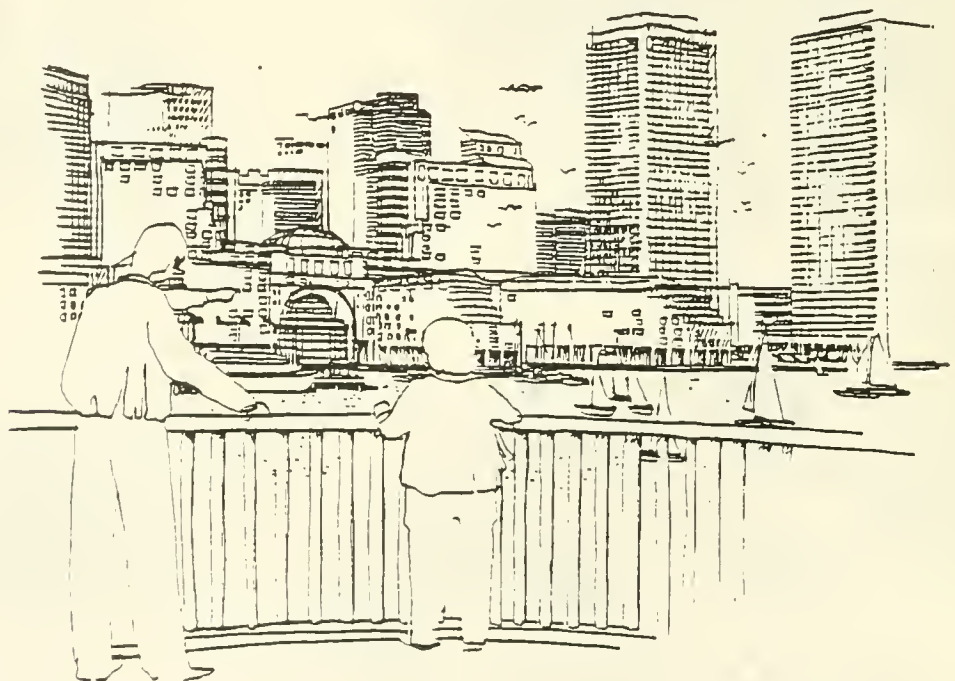
**21 CHARLESTOWN
SHIPYARD PARK**

Public Marina - USS Constitution, Major
Park

II. DESIGN GOALS

The interim design standards, by providing guidelines for the design of buildings, public spaces, activity centers, and transportation elements on Boston's waterfront aim to ensure that developments proposed for the Inner Harbor during the planning period meet the primary goals of the Harborpark project. These goals which are incorporated and reflected in the design standards are as follows:

- o To encourage appropriate and rational growth that includes major public amenities and reflects sensitivity to human scale and needs;
- o To provide ample access including a continuous pedestrian promenade at the water's edge and waterside facilities for ferries, water-taxis, and pleasure boats;
- o To provide spaces and facilities for recreational, cultural, and educational activities; and
- o To ensure compatibility of new development with the historic traditional character of the Inner Harbor waterfront.



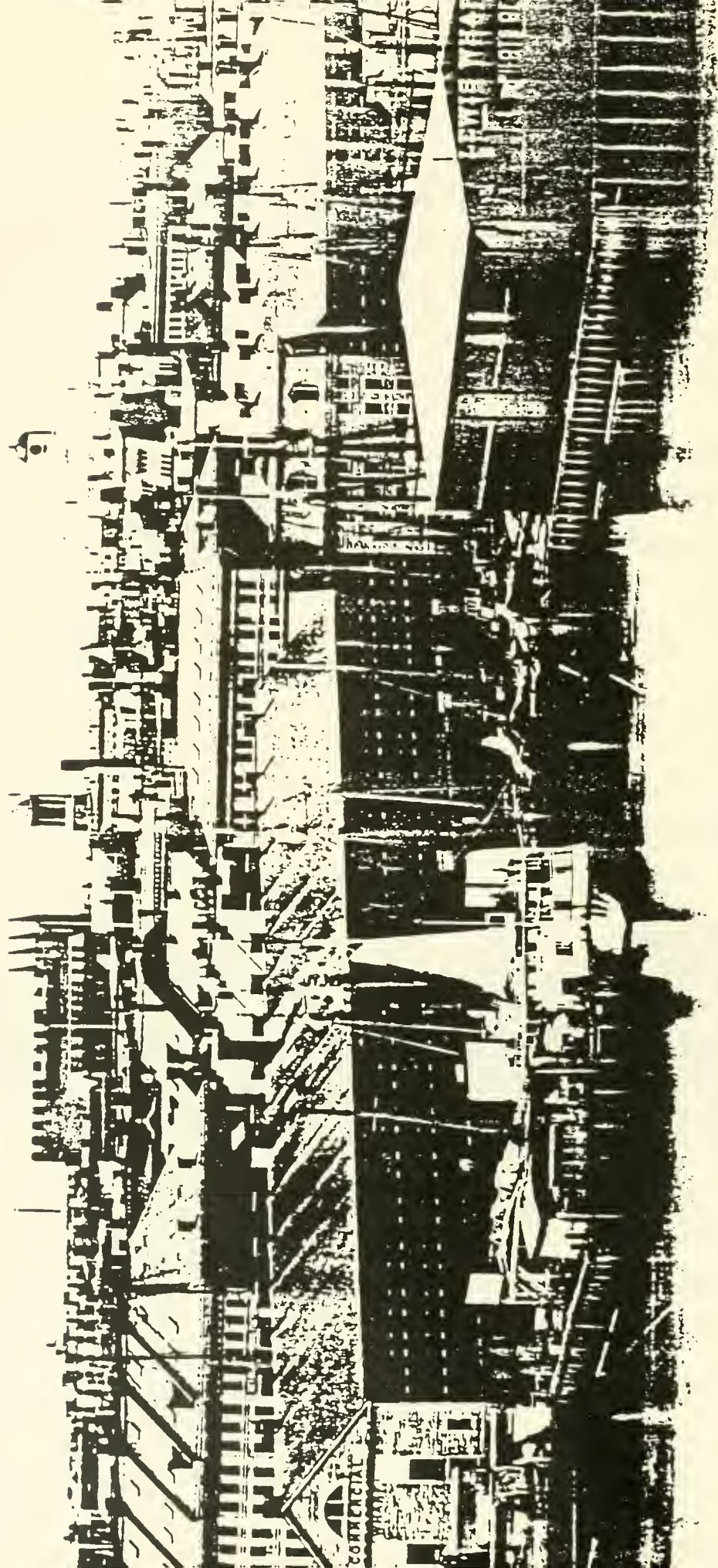
III. DESIGN STANDARDS

A number of design standards related to urban form, character, public domain, and transportation as specified below will provide the necessary guidance for the design of new developments in order to ensure that they address the above-stated goals of Harborpark.

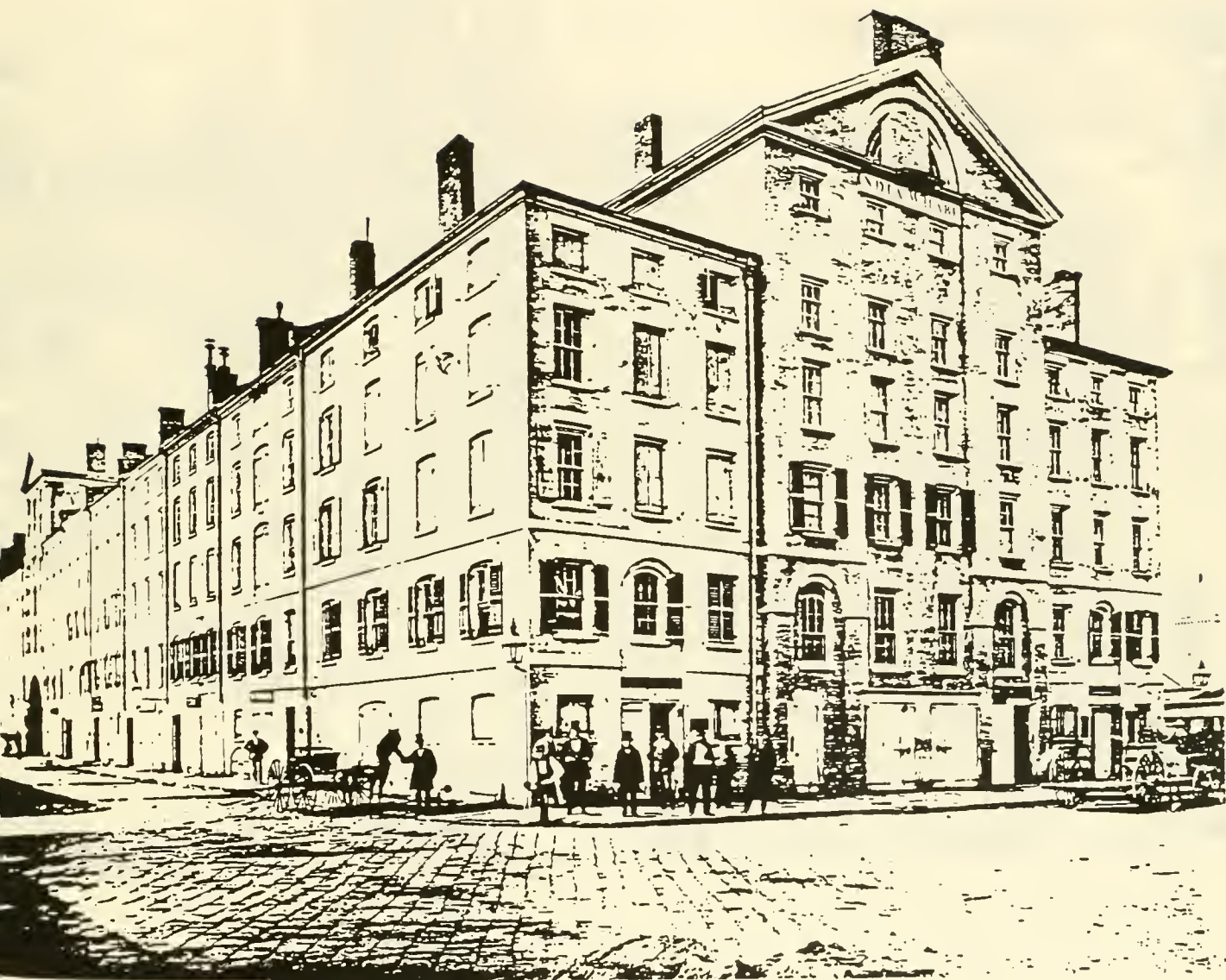
Urban Form

New development and rehabilitation will reinforce the traditional pattern, typology, height, and massing of the urban waterfront.

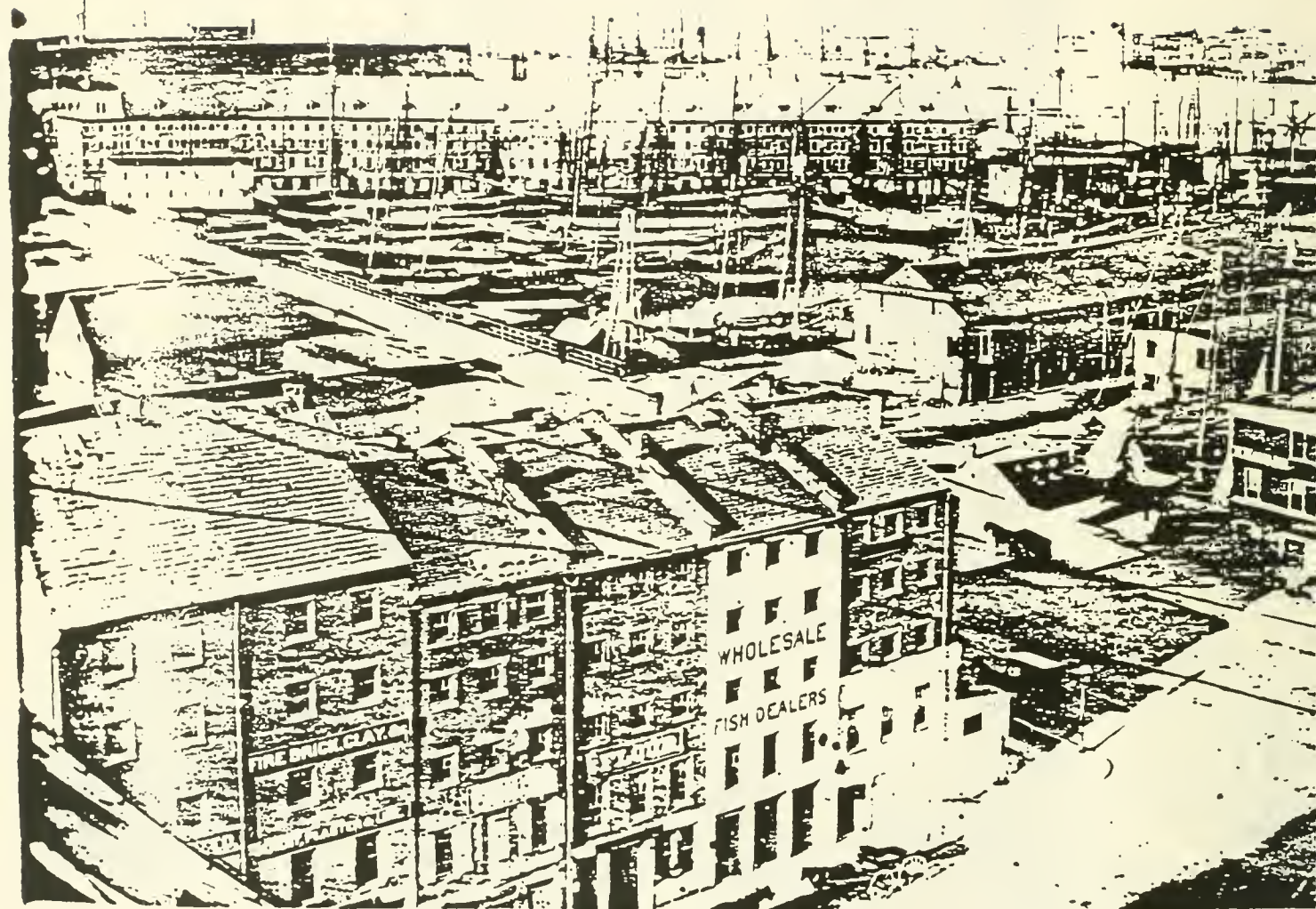




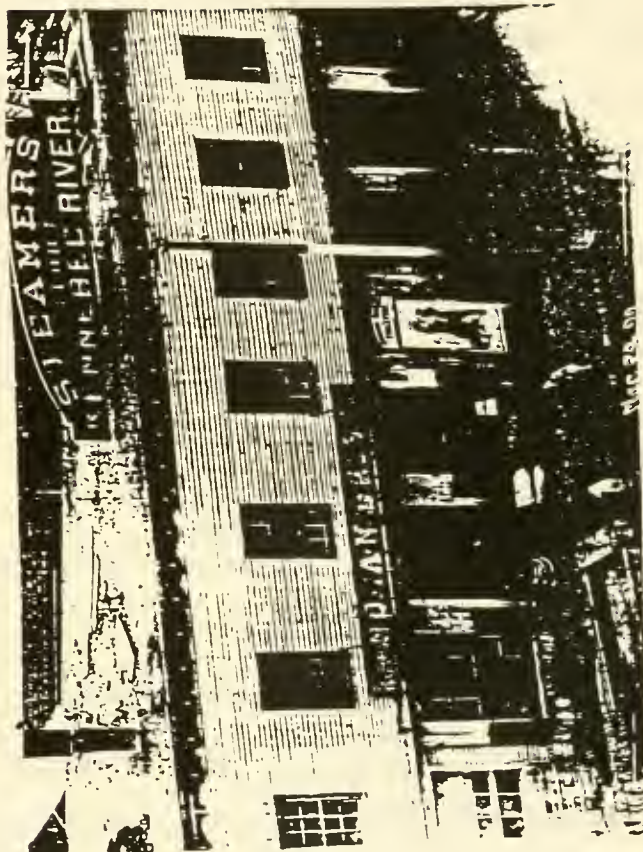
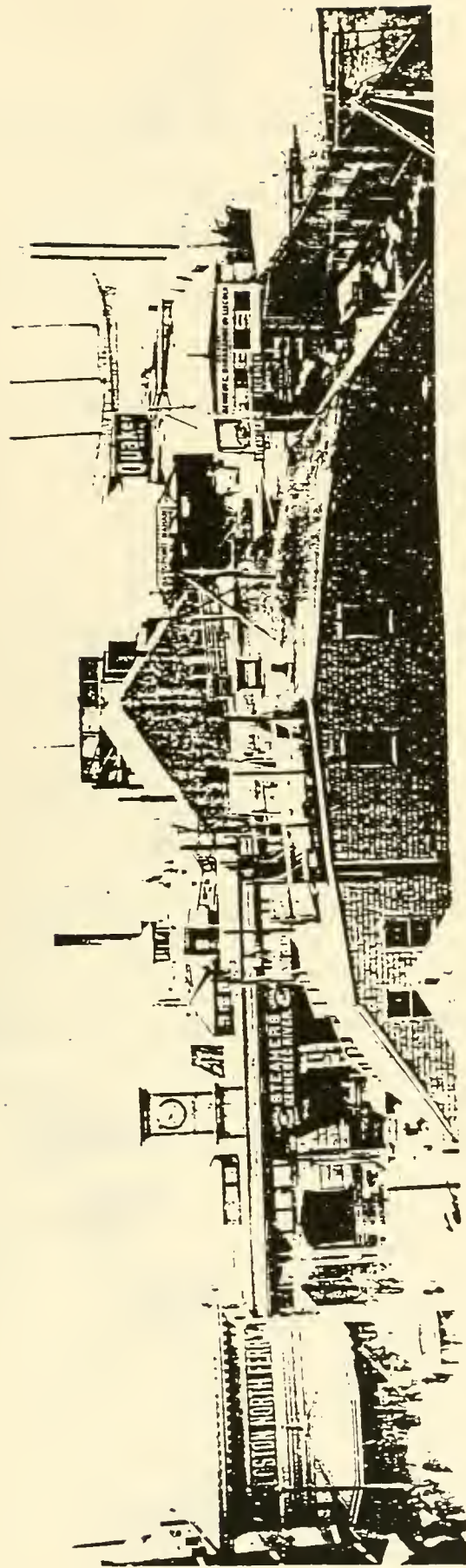
1877, A View of Commercial and Lewis Wharves



Early 1860's, 54 India Wharf



1870, The View from State Street Block
North Toward Commercial Wharf



1899, Lincoln Wharf Steamer Terminal

Pattern

- o Site planning will insure a pattern of buildings and spaces that direct views and pedestrian movement towards the water.
- o Buildings will be sited perpendicular to the shore-line.
- o Visually impenetrable walls along especially Commercial Street, Atlantic, and Northern Avenues will be avoided.
- o In the Fan Pier area, the pattern will be related to the Boston Wharf blocks taking into account the curved shape of the pier.

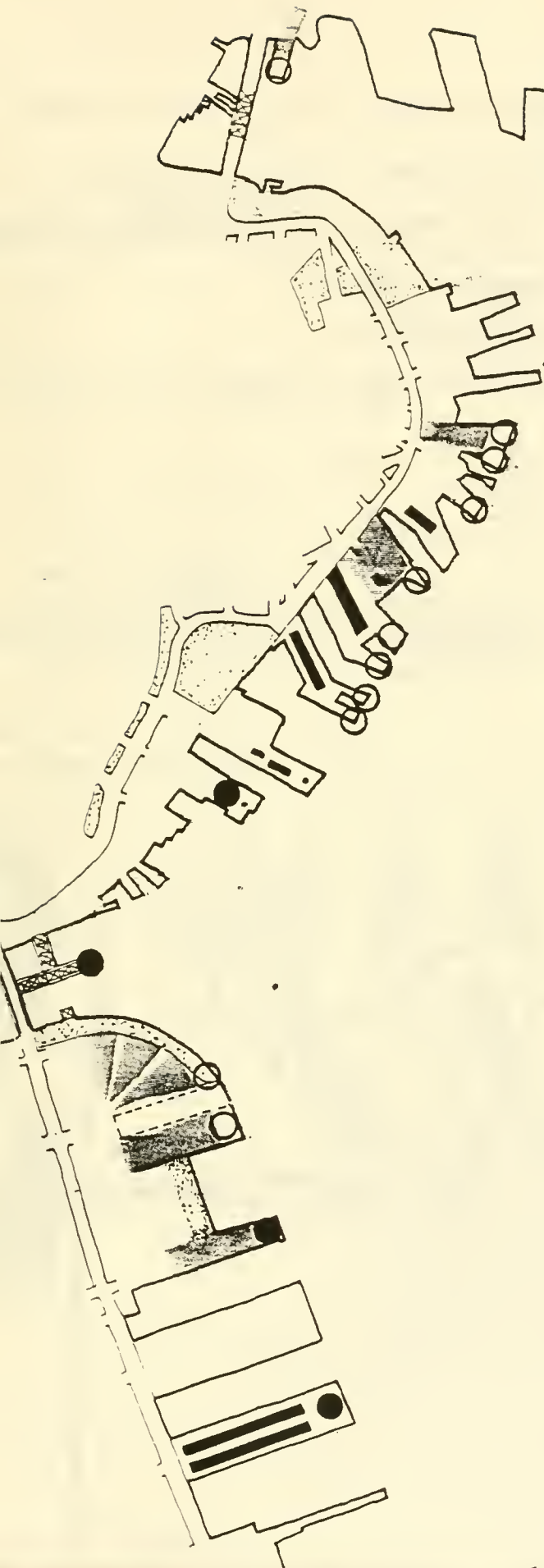
Site Characteristics

- o About 50% of the land area will be provided for the public domain in a variety of indoor and outdoor areas.
- o Changes in grade level, if any, will step down toward the water.

Building Typology

- o The pattern of finger-pier structures extending towards the Harbor will be reinforced.
- o Special forms that offer panoramic views and multi-directional orientation will be provided at the pier heads.
- o Consistency in the shape, color, scale, and massing will be of prime concern.

BUILDING PATTERNS



WHARF AND POINT BUILDINGS (also ref: 'Finger Wharf Typology')

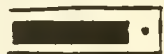
 existing wharf bldg. type

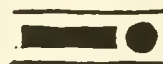
 potential location

 existing pier-end bldg.type

 potential location

PATTERN VARIATIONS EXAMPLES

 Long Wharf



 Fish Pier

 Aquarium

 Commercial
Lewis

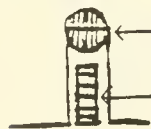
 Battery &
Fan Pier

 Town Cove &
Berth 2-3

PIER DESIGN PRINCIPLES



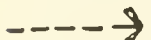
CONTINUOUS PUBLIC WALKWAY ALONG WATER'S EDGE, & ALONG CONNECTING STREETS



'POINT' TYPE BLDG, WITH SPECIAL USES AT PIER ENDS



WHARF 'LINEAR' TYPE BLDG., CONTINUITY OF STREET WALL ALONG HARBOR SIDE AVENUES



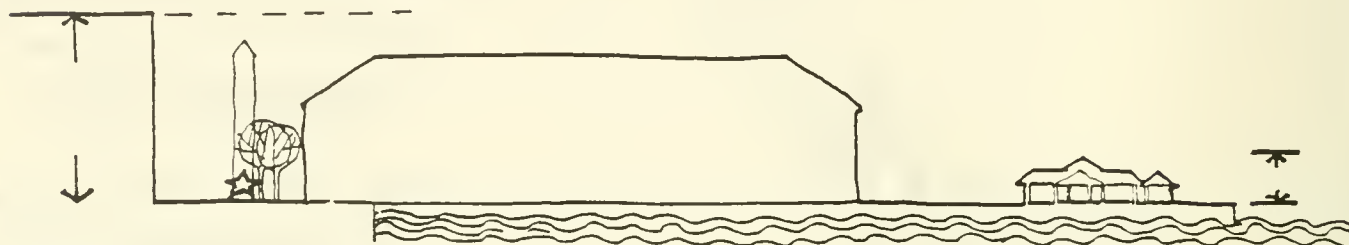
MAINTAIN HARBOR VIEWS FROM HARBOR SIDE AVENUES



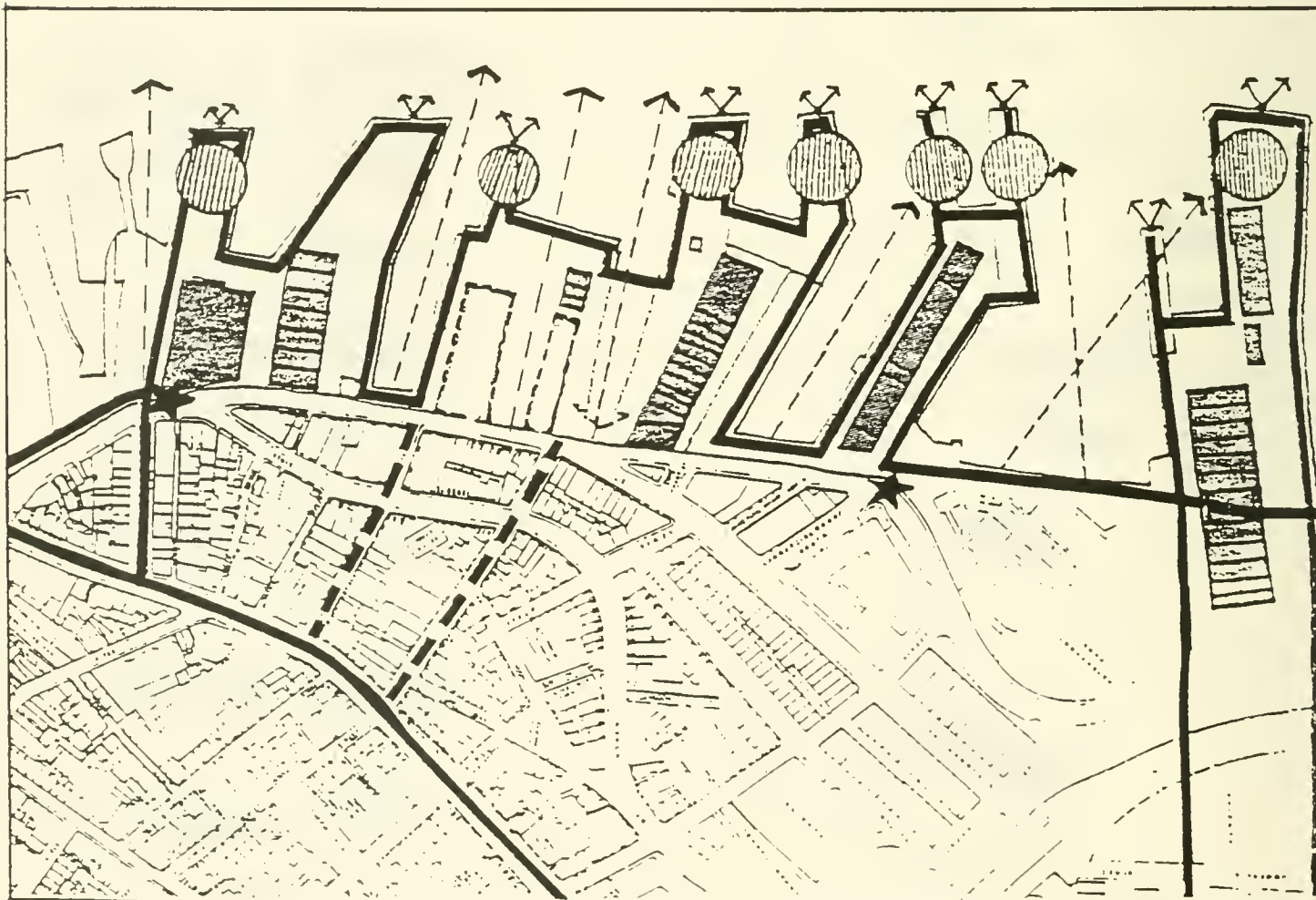
PROVISION OF HARBOR VIEWING AREAS AT PIER ENDS

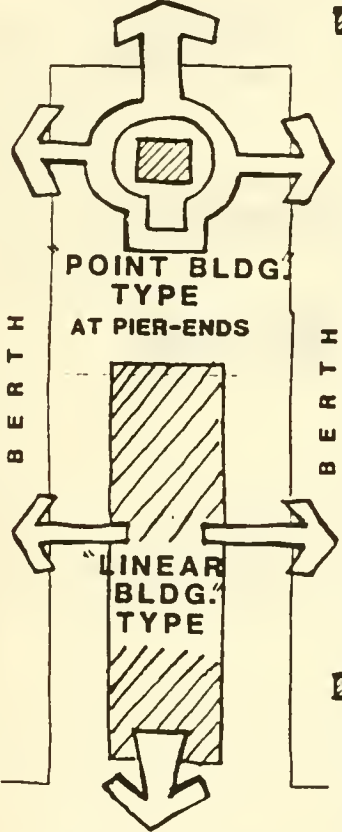
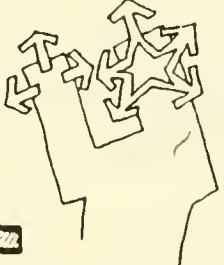
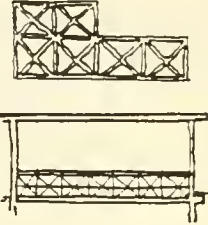
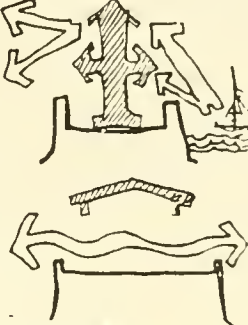
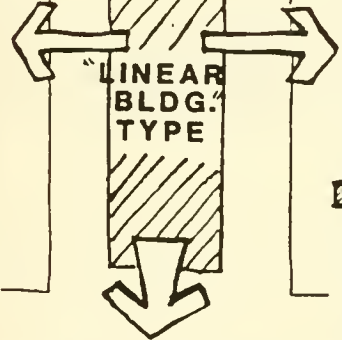
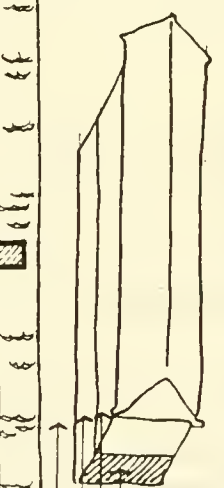
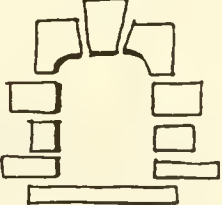
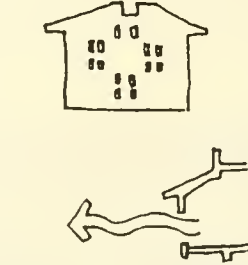


REFERENCE POINTS: SPECIAL LANDSCAPING/ STREET SCULPTURE I.e., FOCAL POINT



SECTION



FINGER WHARF TYPOLOGY	USE	IMAGE	FORM
<p>HARBOR</p>  <p>POINT BLDG. TYPE AT PIER-ENDS</p> <p>BERTH</p> <p>BERTH</p> <p>LINEAR BLDG. TYPE</p> <p>HARBOR SIDE AV. (ie. water st., commercial st., atlantic & nothern avenue)</p>	 <p>HARBOR VIEWING</p> <p>WATER ORIENTED CULTURAL/ EDUCATIONAL FACILITIES</p>	 <p>SPECIAL IMAGE ASSOCIATED WITH UNIQUE USES AT PIER ENDS</p> <p>SENSE OF OPENNESS</p> <p>VIEW-FRAMING</p>	 <p>LANDMARK QUALITY STRUCTURE VISIBLE FROM WATER & ADJACENT PIERS</p> <p>PERMEABLE ENCLOSURE</p>
 <p>LINEAR BLDG. TYPE</p> <p>HARBOR SIDE AV. (ie. water st., commercial st., atlantic & nothern avenue)</p>	 <p>24 HR. RETAIL HOUSING/OFFICE RETAIL/OFFICE WALKWAY & CAFE</p> <p>HARBORSIDE AVE.</p>	 <p>HISTORIC ASSOCIATIONS OF FORM</p> <p>SENSE OF SOLIDNESS</p>	 <p>WAREHOUSE ASSOCIATED BUILT FORM</p> <p>TRANSITION BETWEEN BUILDING & WATER'S EDGE</p>

BUILDING DESIGN:

DESIGN GUIDELINES

"POINT BLDG." TYPE AT PIER ENDS



- : LOW HT., WOODEN STRUCTURE
- : MODULAR, 1,2 STORY
- : MULTIPLE HIP & GABLE ROOF

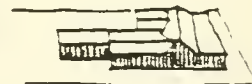
- : SMALL ARTICULATE STRUCTURE
- : SPECIAL USES STRUCTURES
- : AIRY, PERMEABLE
- : GLAZED & SEMI-OPEN,
- : MINIMAL WOOD/ METAL FRAME

REFERENTIAL FORMS

NORTHERN AVE. BRIDGE/ RESERVED CHANNEL KEEPER'S STRUCTURE



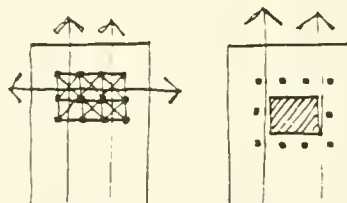
ANTHONY'S PIER 4



SUMMER STREET BRIDGE KEEPER'S STRUCTURE (DEMOLISHED)



LINCOLN WHARF STEAMER TERMINAL (DEMOLISHED)



LIGHT METAL & WOODEN
FRAMING STRUCTURES

VARIATIONS THROUGH SPECIAL-USE RELATED FORMS

REFERENTIAL VARIATIONS

- : PRESIDENTIAL PAVILION / KENNEDY LIBRARY
- : MUSEUM WHARF ELEVATOR
- : IRON BRIDGES THROUGHOUT HARBOR
- : ONE LEWIS WHARF, WOOD FRAME BLDG.
- : GREEN HOUSE STRUCTURES

BUILDING DESIGN:

DESIGN GUIDELINES

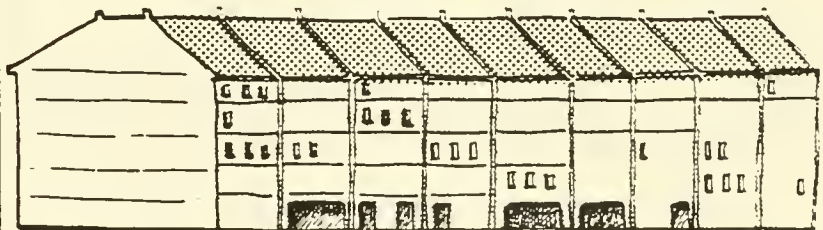
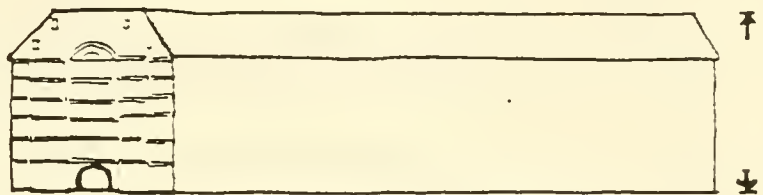
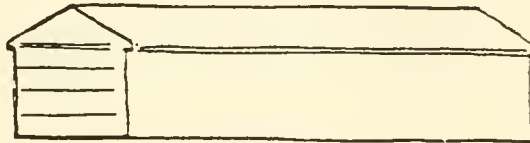
WHARF (LINEAR) BLDG.

REFERENTIAL FORMS

HISTORIC WHARF WAREHOUSES
 PILOT'S HOUSE
 LEWIS WHARF (ROOF ALTERED)
 COMMERCIAL WHARF
 CENTRAL WHARF
 MERCANTILE WHARF
 CHART HOUSE
 COMMERCIAL BLOCK
 CUSTOM HOUSE BLOCK
 STATE STREET BLOCK
 CONSTITUTION QUARTERS



BASIC MASSING



IMPORTANT VISUAL RHYTHMS

- : WINDOWS, STRING COURSES, QUOINS, DOORS
- : FLOOR & BAY ARTICULATION
- : ENDS- GRAND ARCH/PEDIMENT ON SPECIAL BLDGS.
- : SEGEMENTED ARTICULATION ALONG LENGTH

Building Height

- o At the water-edge, building height will be relatively low to reflect traditional structures and to allow maximum views of the Harbor.
- o Building height will be allowed to increase with distance from the water.
- o Along Northern Avenue in the Fort Point Channel area taller buildings may be allowed because of greater distance from the water.

Massing

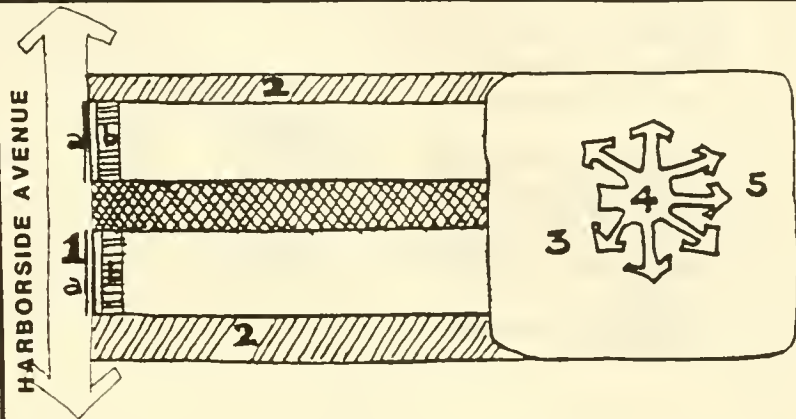
- o Building forms with respect to plan dimensions and street wall heights will relate to existing nearby buildings at City Square and Downtown, and to the Boston Wharf Buildings near Fan Pier.
- o Public places will be denoted by special forms.
- o Shed extensions, landscape terraces, pedestrian arcades offering a variety of experiences and enhancing the environment will be encouraged.
- o Rooftop domes, galleries and penthouses that offer public views and public amenities will be encouraged. The pier ends provide an opportunity to create a set of distinctive places which accentuate the harbor view. To capitalize on this opportunity, buildings on the pier-ends that frame the harbor views through porticos or glass and frame structures, and that are reminiscent of 19th century ocean-side architecture will be encouraged.
- o Building height and structure should not create a high or dense wall that blocks sea breezes, air flow channels or obstructs views and access to the water.

SPATIAL ORGANIZATION:

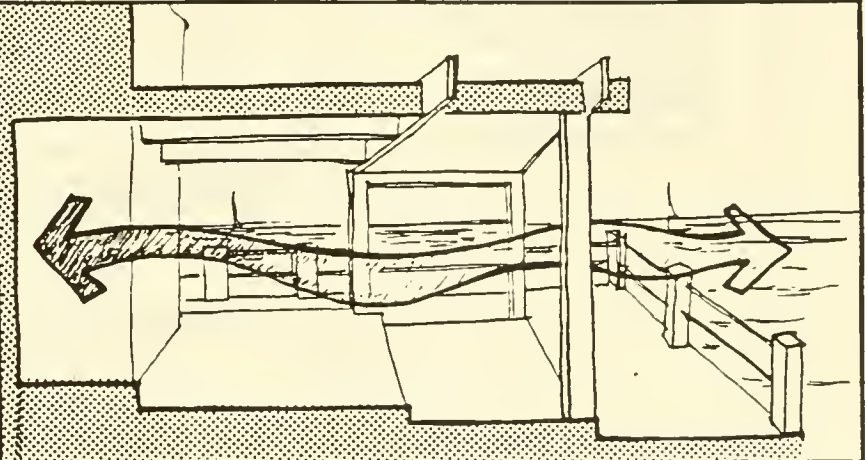
DESIGN GUIDELINES

STRUCTURE SPATIAL ORGANIZATION IN KEEPING WITH DIFFERENT DISTINCT CHARACTER ZONES

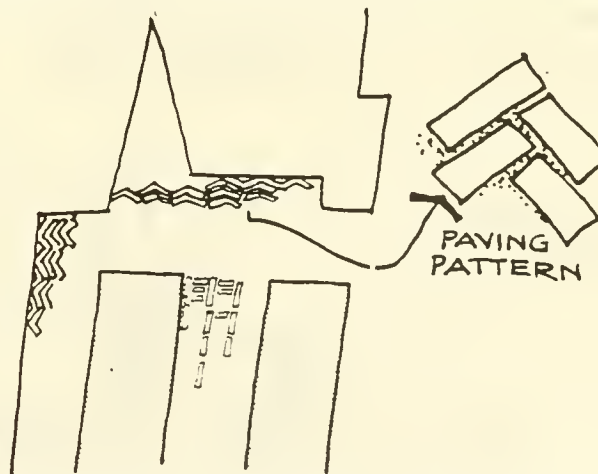
1. STREET EDGE
 - a. SIDEWALK
 - b. 24 HR. RETAIL
2. BERTH EDGE
3. GATHERING SPACE
4. PENETRABLE VIEW FRAMING STRUCTURE
5. HARBOR VIEWING SPACE



MAINTAIN SPATIAL TRANSITION & VISUAL OPENNESS TO WATER'S EDGE



ACCENTUATE PATH & EDGE, THROUGH DIRECTIONAL PAVING PATTERNS AND LANDSCAPING FEATURES



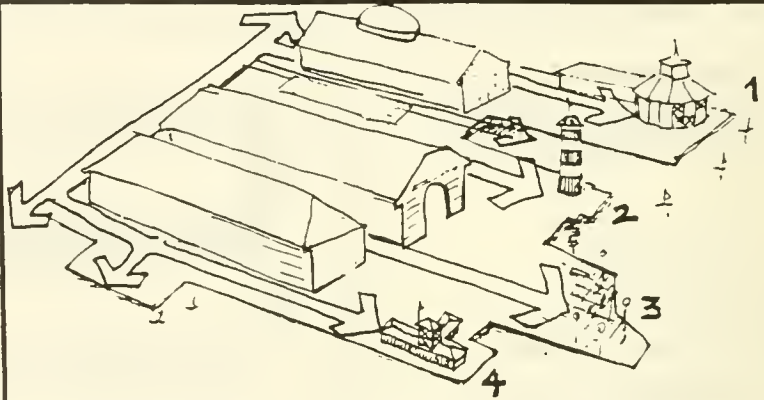
SITE DESIGN:

DESIGN GUIDELINES

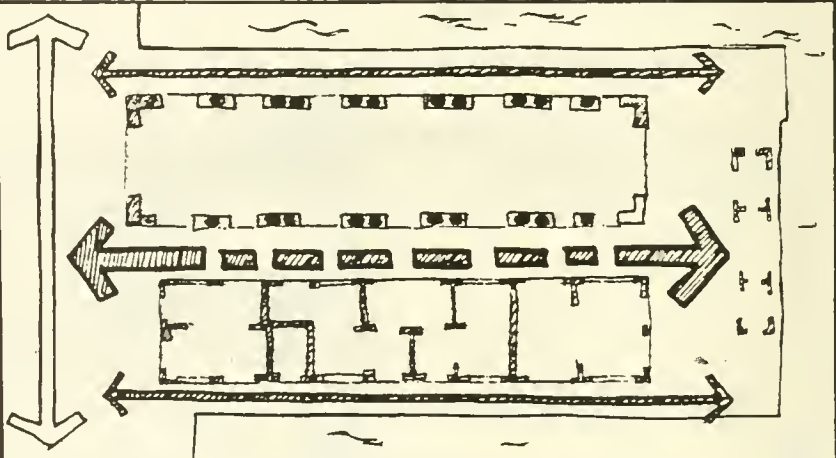
ORIENT LINEAR WHARF BUILDINGS WITH LENGTH TOWARDS HARBOR & POINT BUILDINGS

TYPES OF PIERHEADS

- 1: GLASS & FRAME POINT BLDG. AT PIER END.
- 2: FRAME VIEWING TOWER
- 3: WELL ARTICULATED PLAZA
- 4: MODULAR WOODEN STRUCTURE



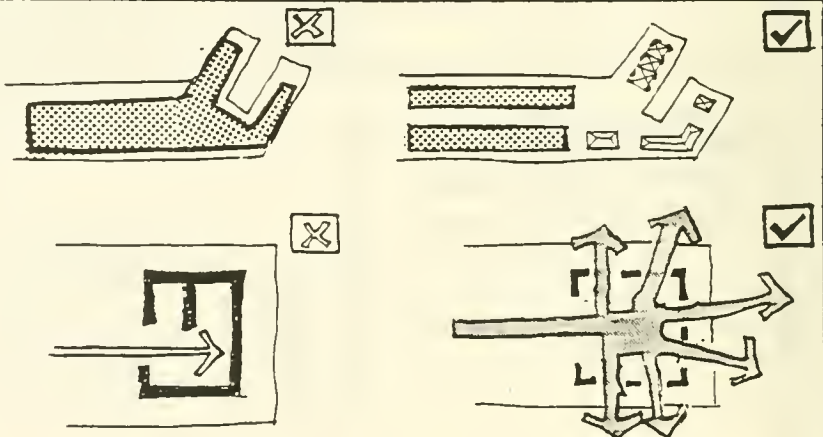
RECOGNIZE LINEARITY OF MOVEMENT ORIENTED TO WATER'S EDGE ALONG & THROUGH THE SEGMENTED YET RELATED WHARF LAYOUT



AVOID

ONE LARGE DEVELOPMENT COVERING WHARF

SOLID ENCLOSURE AT PIER END

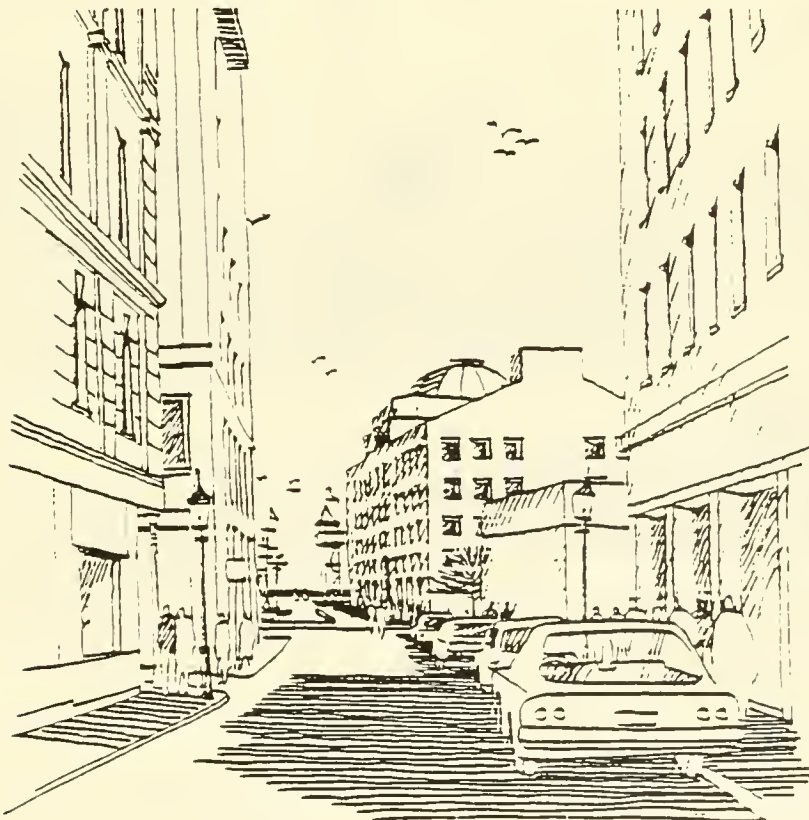


Skyline

- o The rooftops will be related to the local traditional shapes, and the contour to the overall pattern of the city - lowest at the edge and providing a transition towards landside structures.

Vistas

- o Existing vistas and water views will be enhanced and new ones created at City Square, existing streets including Battery, Fleet, Clark, Sleeper, Farnsworth, Pittsburgh, and Stillings, and new streets at the Seaport Access Road.
- o Views to the downtown skyline, to the Harbor and across, to adjacent wharves and nearby buildings will be enhanced.



Character

New development and rehabilitation will enhance the human scale of Harborpark, the sense of continuity with the past, and the traditional character of City Square, the North End, Downtown, and Fort Point Channel through attention to facade design, details, color and texture, and the selection of fine art.

Human Scale

- o Well-designed building entrances, shop-fronts, terraces, gardens, arcades and other elements will enhance human activity and enjoyment.
- o Dimensions will be related to traditional buildings.

Facade Treatment

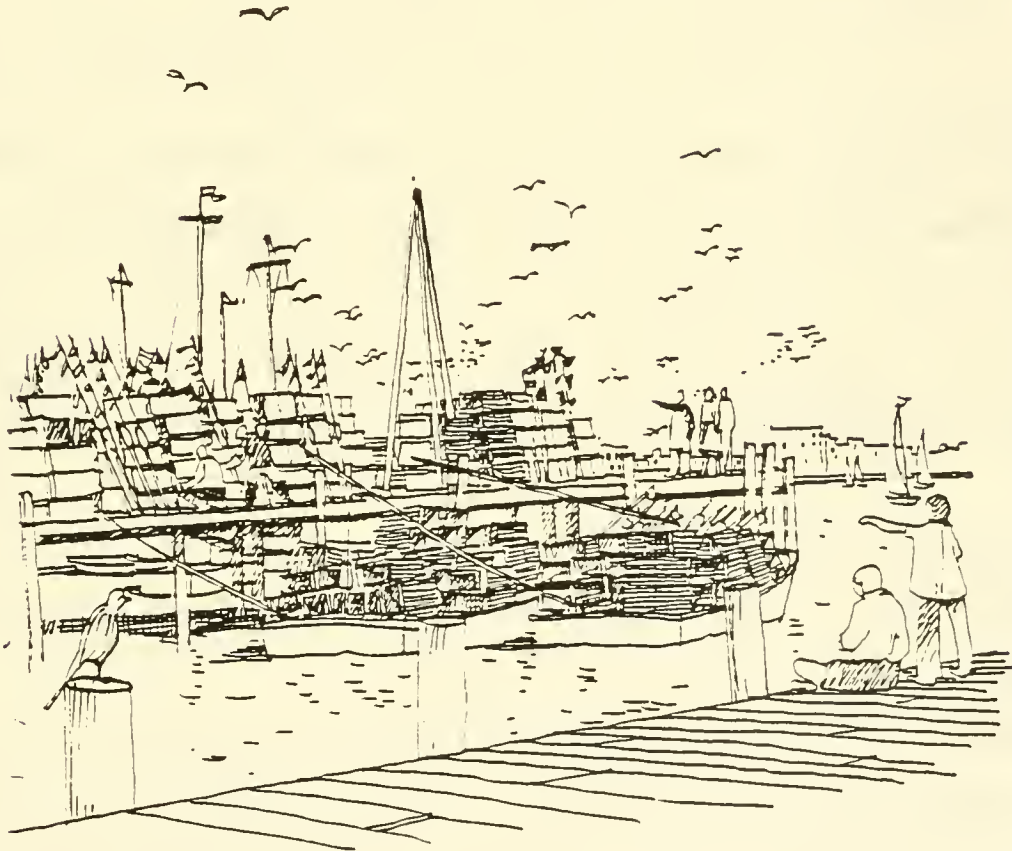
- o Window openings, cornices, belt courses, and roof elements will relate to the character of the waterfront.
- o Masonry wall materials and light, transparent materials will be used for small scale extensions and rooftops.
- o Floor levels and linear segments will be articulated through layered detailing and the repetitive pattern of inset windows.

Details

- o Dimension, color, and texture of building elements and the landscape will be related to the traditional character of the best historic examples.
- o All parts of the project will reinforce the human scale, and the sense of continuity with the Boston heritage.

Identity

- o Fine art and graphic elements which orient the individual with the Harborpark Plan, the harbor, and the city will be provided. The graphics program will include use of the Harborpark logo, signs, information kiosks, and special paving.



The Public Domain

Harborpark seeks a balanced mix of private development and public improvements. A diversity of uses and activities for Boston residents and visitors of all income levels is desired in order to provide opportunities for increased visual, physical, cultural, and recreational public access to the Harbor.

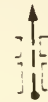
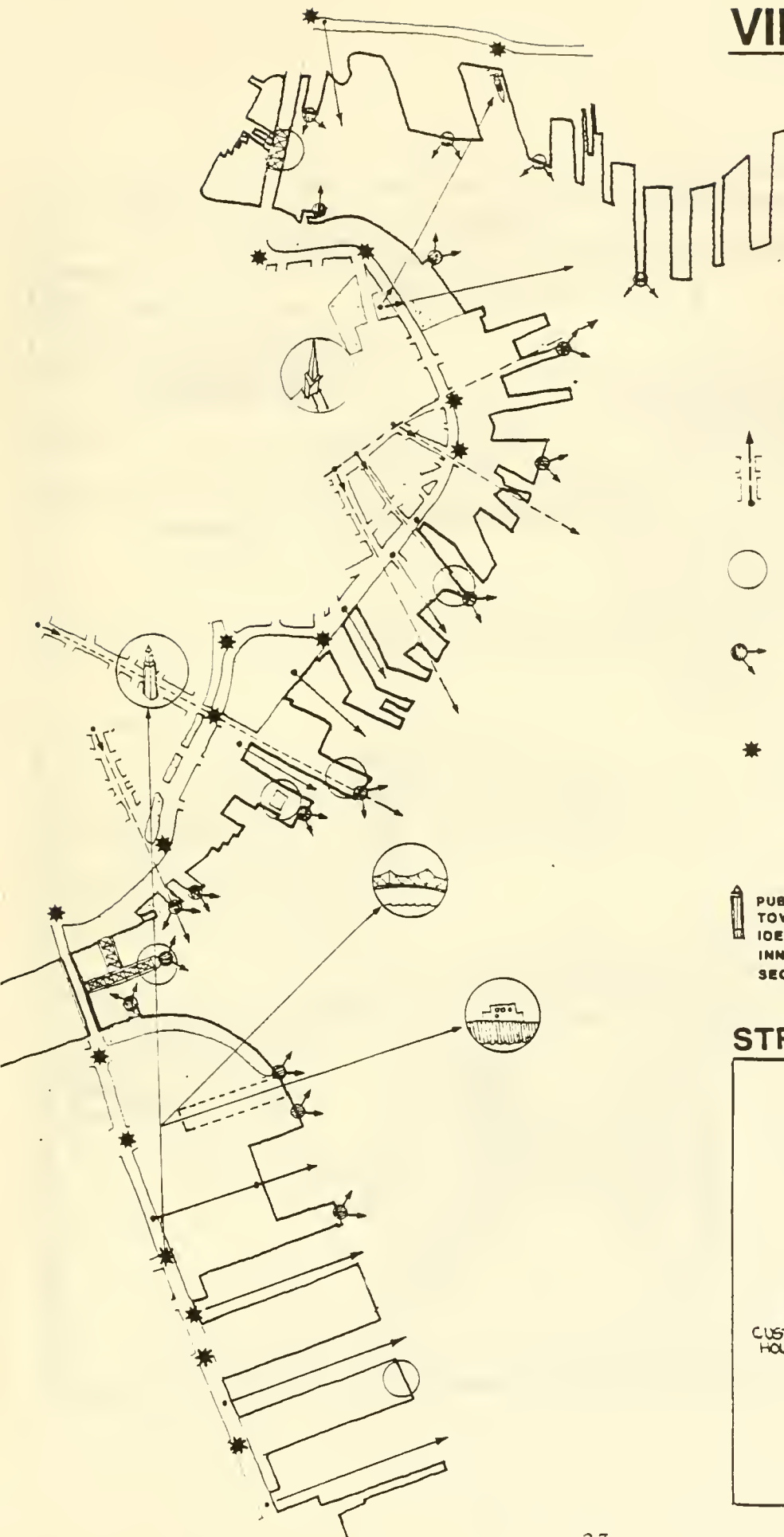
Orientation

- o Distinctive, well-lighted and informative Harborpark signage will be provided for land-based and/or water-bound visitors and residents.
- o Translations of necessary information into a number of languages will be provided.
- o Distinctive, easily recognized symbols - arcades, observation towers, banners, nautical flags will be provided to emphasize the special and public nature of Harborpark.
- o Fine art - sculptures, murals, special gardens, paving embellishments will be provided to signify the special nature and quality of Harborpark.

Visual Access

- o Public access to the ends of all piers will be provided to guarantee wide harbor vistas.
- o Signage and thematic landscape treatment will be provided for visual connections and place identification. The use of Harborpark logos, typical light fixtures, trash receptacles, and plant materials will reinforce user comfort and ease.

VIEWS



view corridors
from within



landmarks from
the water



pier-end
viewing areas



reference points
along margin street

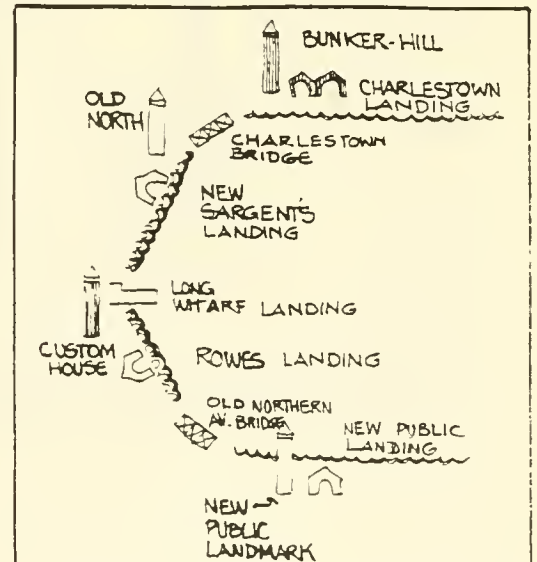


PUBLIC-USE
TOWER TO
IDENTIFY EACH
INNER HARBOR
SECTION



SYMBOLIC GATEWAY
ARCH TO IDENTIFY
EACH PUBLIC FERRY
LANDING

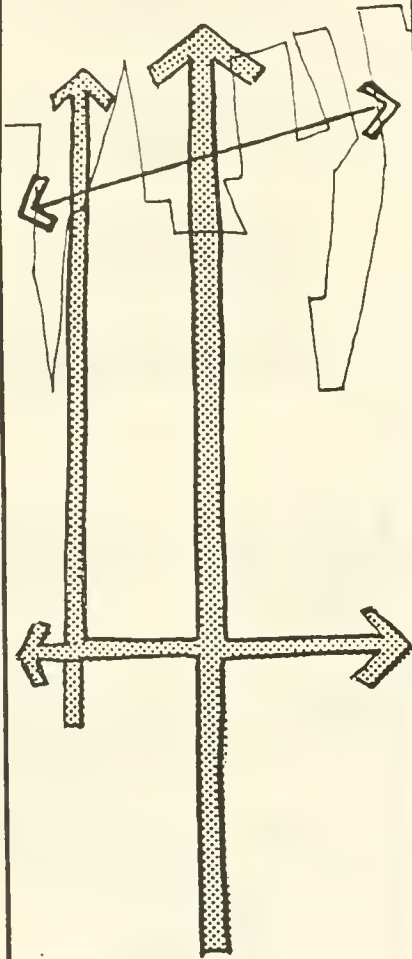
STRUCTURE: 4 MAJOR SEGMENTS



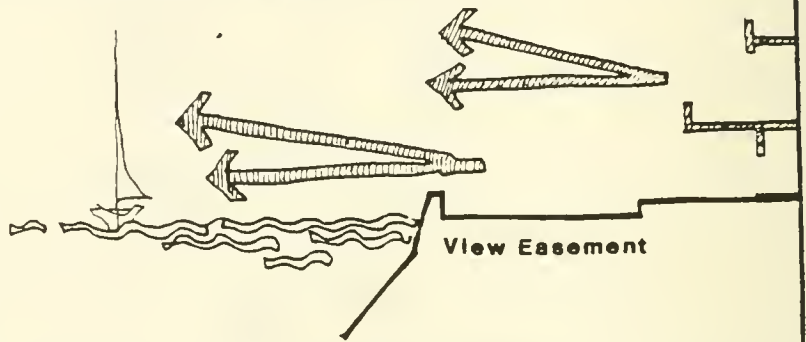
VIEWS:

DESIGN GUIDELINES

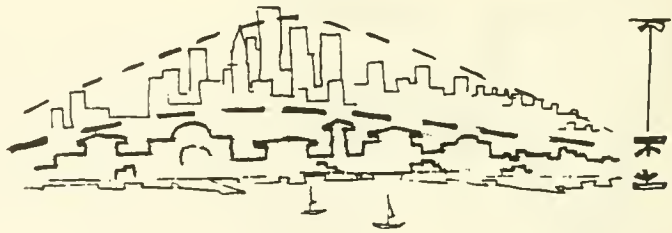
HARBOR



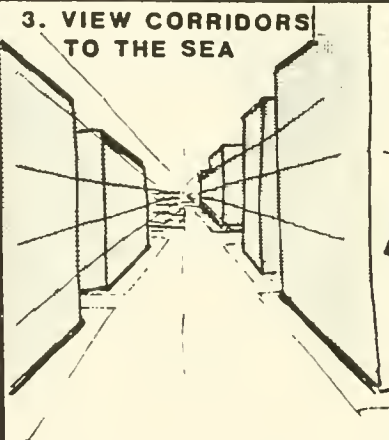
1. VIEWS OF THE HARBOR



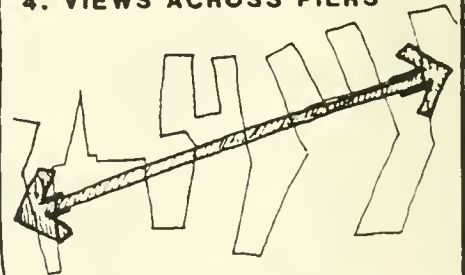
2. VIEWS FROM THE HARBOR



3. VIEW CORRIDORS TO THE SEA



4. VIEWS ACROSS PIERS



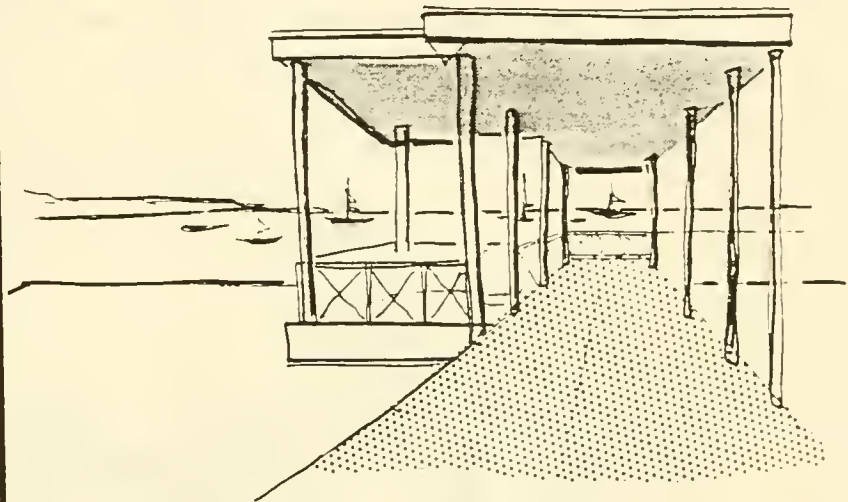
VIEWS:

DESIGN GUIDELINES

FRAMING

"THE DEVICE OF FRAMING
BRINGS THE DISTANT SCENE
FORWARD INTO THE AMBIENCE
OF OUR OWN ENVIRONMENT"

— Gordon Cullen

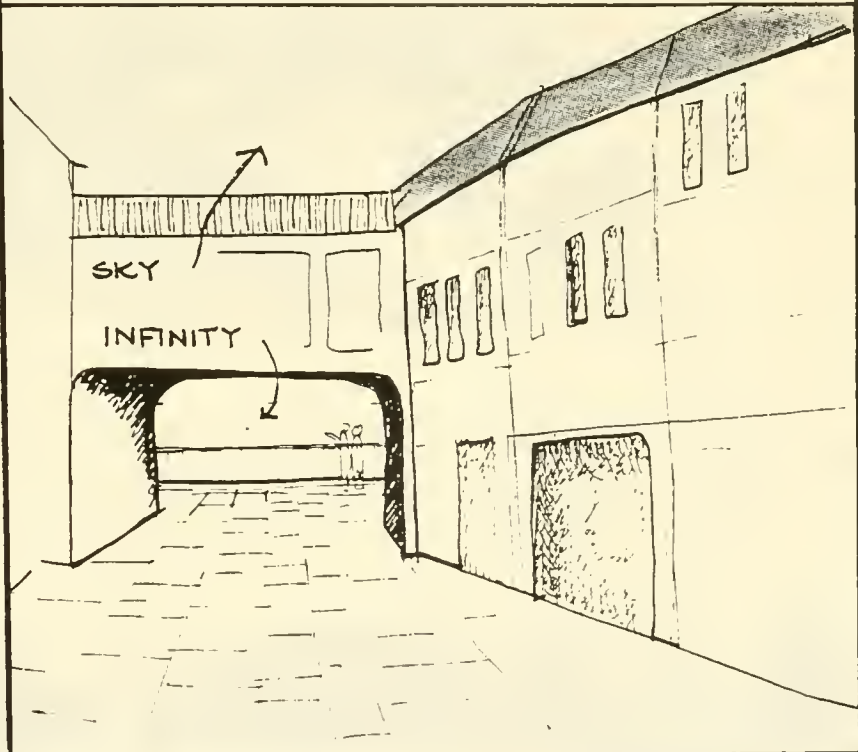


SPACE & INFINITY

"THE EFFECT OF INFINITY IS
NOT NORMALLY APPARENT IN
SKY SEEN OVER ROOFTOPS."

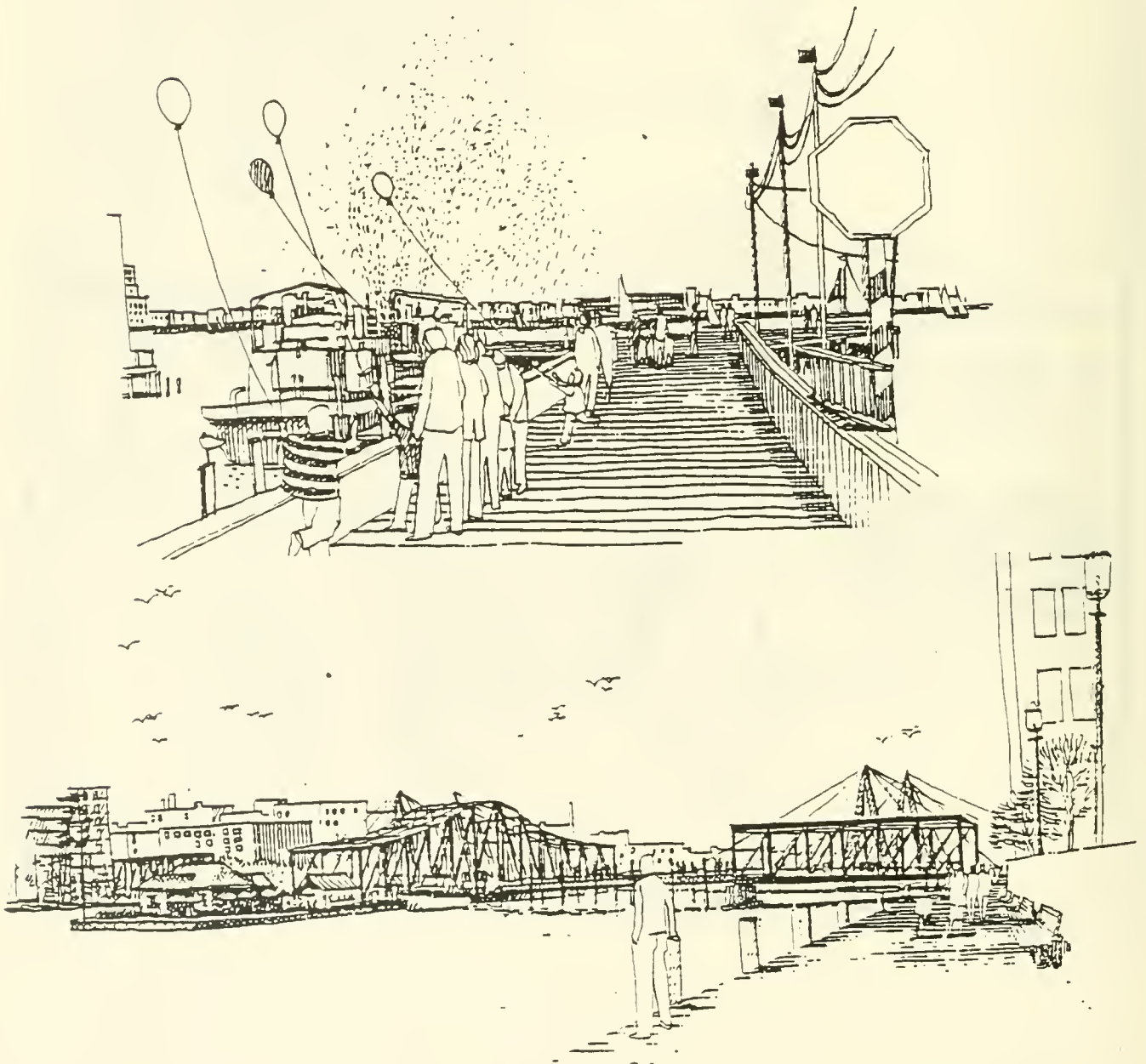
"BUT, IF SKY OR AN EXPANSE
OF OPENNESS IS SUDDENLY
SEEN AT GROUND LEVEL,
THEN THERE IS AN EFFECT OF
INFINITY" & A SENSE OF
SURPRISE

— Gordon Cullen



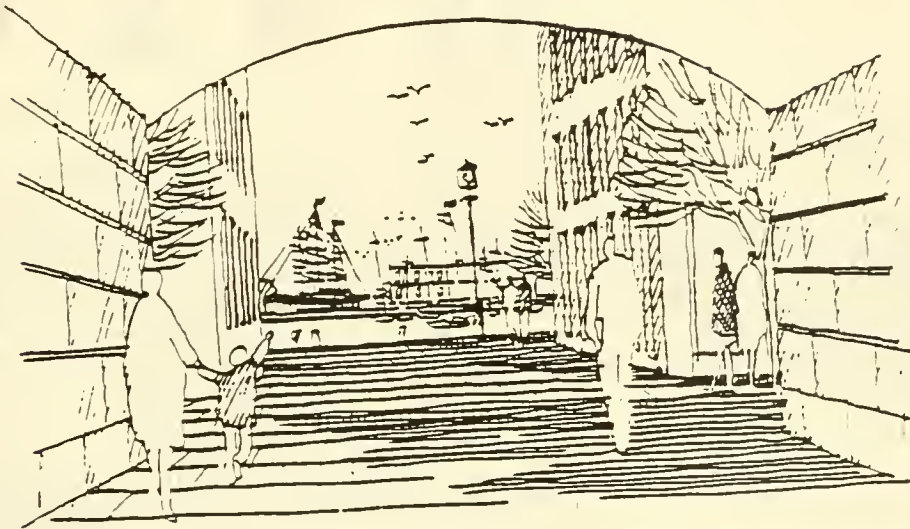
Water's Edge Promenade

- o A continuous and varied public walkway will be provided along the entire water's edge.
- o This walkway will, in most places, be a minimum of 15' in width and connect to adjacent sites.
- o Additional width will be encouraged to enhance vistas and view corridors or create special activity settings.
- o The walkway will be capable of supporting police and maintenance vehicles.



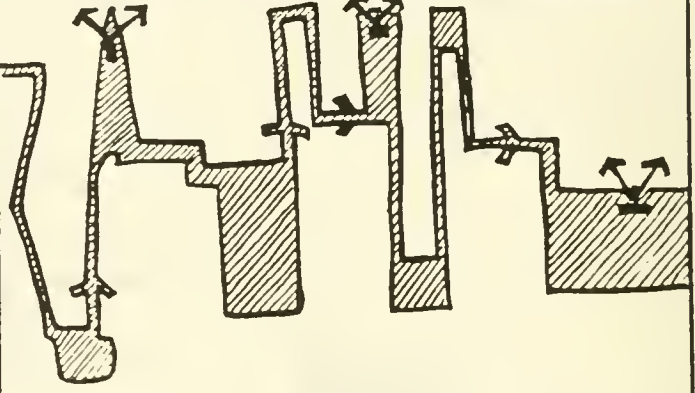
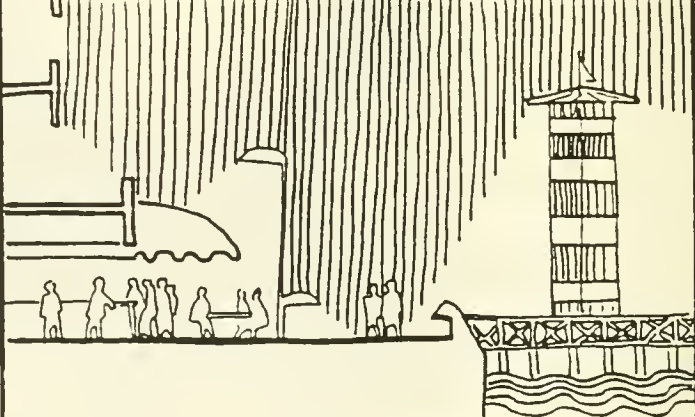

Pedestrian Network

- o The city's pedestrian network will be extended to the water's edge.
- o Public pedestrian links will be provided through development sites between the water's edge promenade and existing streets and other pedestrian channels leading from the city.



Access from Parking and Transit

- o Clearly marked and direct access to the pedestrian network will be provided from on-site and adjacent parking facilities and public transit stops.

PUBLIC ACCESS OBJECTIVES	DESIGN GUIDELINES
<p>CONTINUOUS WALKWAY & OPEN SPACE SYSTEM ALONG HARBORPARK</p>	
<p>SPECIAL FEATURES & LANDUSES TO PROVIDE PUBLIC ATTRACTIONS & DIVERSE ECONOMIC OPPORTUNITIES ALONG HARBORPARK</p>	
<p>PUBLIC CONNECTIONS TO HARBORPARK FROM INNER CITY FABRIC</p>	

Design Details

- o Pedestrian scale lighting, landscaping, wood benches, trash receptacles and brick and granite paving of high quality and consistency will be provided along all pedestrian ways.
- o Granite crosswalks will be provided across streets adjacent to the site to reinforce the overall network.
- o Where pedestrian links cross the shoreline of the original Shawmut Peninsula, there will be provided a special indication such as a bronze stripe and explanatory plaque.
- o A variety of pedestrian spaces will be provided to accommodate the changing climate.
- o Barrier-free access and special paving treatments will be provided to aid those with impaired vision and other physical disabilities.
- o Well lighted, distinctively paved landscaped streets, alleys and sidewalks including, Harborpark "Mariner" light fixtures, wooden benches with backs, Harborpark wooden trash receptacles, Harborpark logos and signage, and durable, hardy, salt-tolerant trees, shrubs, ground covers and flowers will be provided.
- o Lighted, easily recognized and utilized interior passageways will be provided.
- o Retail uses along these passageways, where feasible, will be provided.

Special Attractions

- o Highly visible and accessible special uses such as winter gardens, aviaries, museums, and other cultural and educational facilities will be provided.
- o Places for close-up view of marine-related activities will be provided.
- o Prominent public observation towers will be provided at the ends of Sargent's Wharf, T Wharf, Northern Avenue Bridge, and Fan Pier.
- o Restaurants and public observatories will be provided at the top of buildings for panoramic harbor viewing and dining.

Mix of Uses

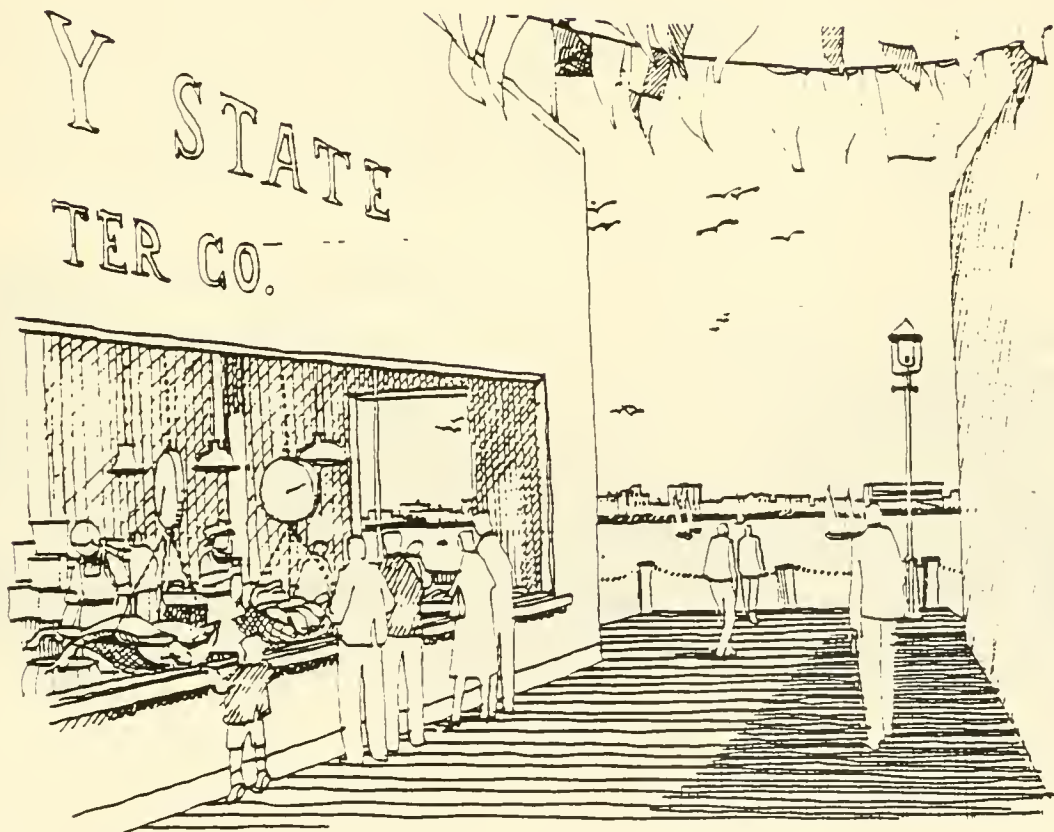
- o Multi-use developments will include housing, office, hotel, retail, entertainment, educational, recreational, and marine-related uses.
- o First floor levels should be devoted to public and commercial uses. Uses that serve residents, workers, and tourists are encouraged as are uses that are open during the day and evening.

Marine-Related Uses

- o Appropriate land-side facilities such as sheltered waiting areas at water taxi stops, enclosed terminals at commuter and excursion boat docks, dinghy tie-ups and services at marinas will be provided for water transportation and boating uses.

Activity Hours and Animation

- o Uses such as restaurants that extend activity into the evening hours will be provided.
- o Retail and other active uses will be located along all pedestrian ways and spaces.

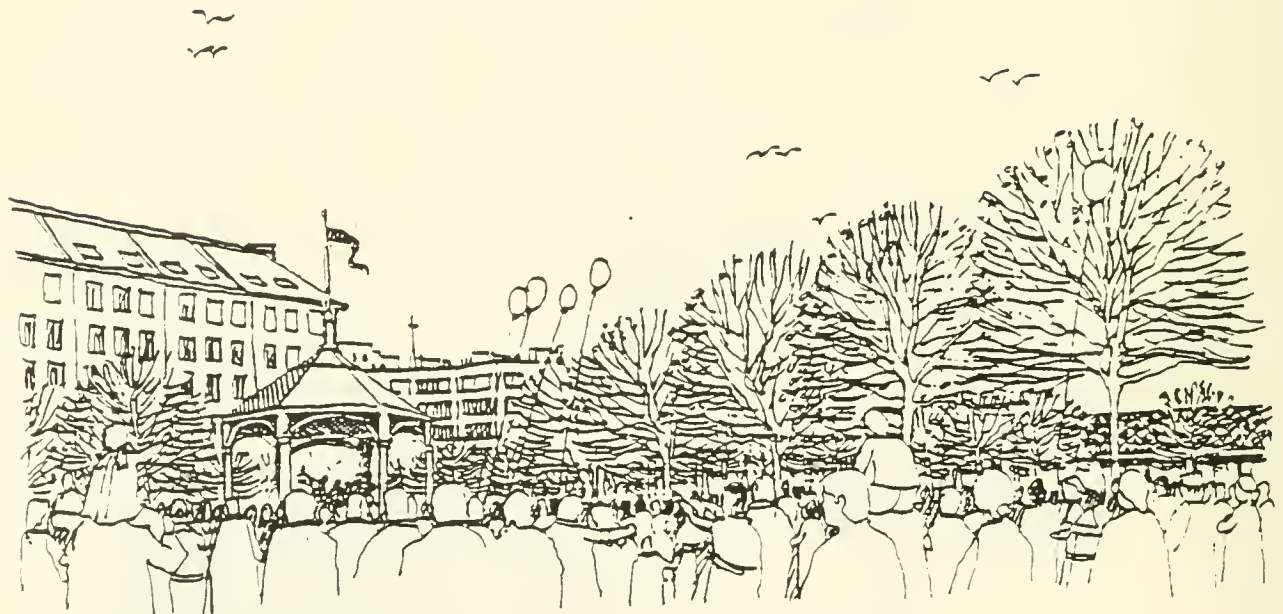


Recreation

- o Open space and facilities of various size and type will be provided for passive as well as active recreation.

Special Events

- o Settings for special events such as Harborpark runs, blessing of the fleet, clambakes, fireboat demonstrations, fireworks, tall ships visits, and boat shows will be provided.



Cultural Events and the Arts

- o Settings, including a public amphitheater, for music, dance, and other performances will be provided.
- o One percent of total development cost will be devoted to works of art in publically accessible places.
- o Uses, settings, and events that bring Boston's history and cultural identity to life will be encouraged.

Public Parking

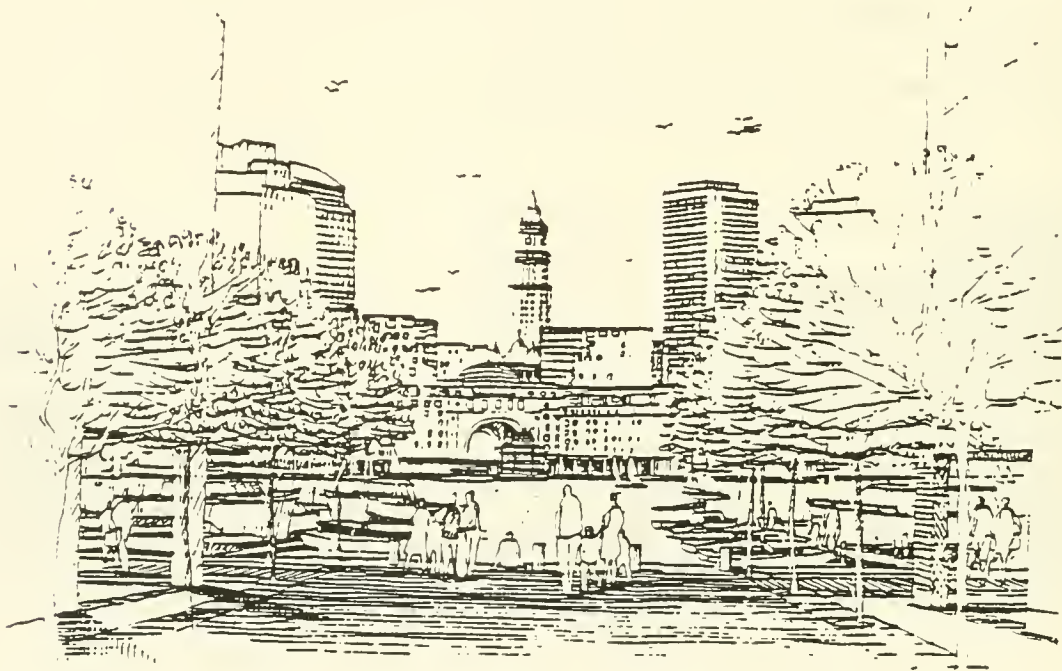
- o Large-scale parking will be provided at the Charlestown Navy Yard, Sargent's Wharf and in the Fort Point Channel area.
- o Parking at other sites will be limited.
- o Long-term parking will be below grade.

Parks, Squares, Streets, and Walkways

Parks are "places of respite from the City, spaces to provide... a pleasure common, constant and universal... which results from the feeling of relief... on escaping from the cramped, confining and controlling circumstances of the streets of the town," said Frederick Law Olmsted, designer of Boston's Emerald Necklace and Marine Park/Castle Island. Harborpark will offer citizens and visitors of Boston such respite from the noise of city streets and a great many new plantings. A variety of public open spaces will be provided. These will include:

- o Small, sheltered "sun-catches" for extended season enjoyment;
- o Broad, open promenades with allees of major canopy trees for protection from summer sun;

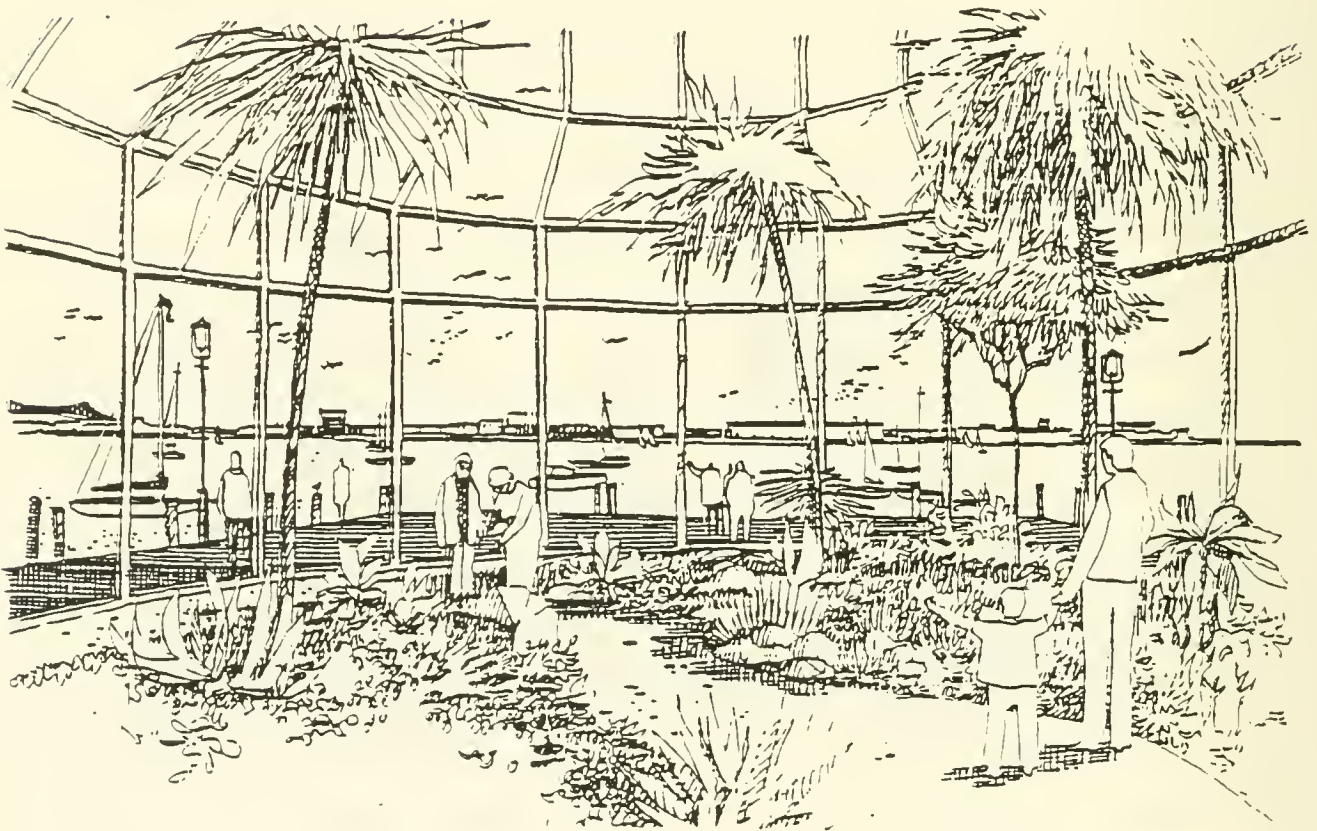
- o Flower gardens large and small whenever possible;
- o Walkways, streets and sidewalks lined with trees;
- o Open, spacious pier ends for maximum visual and physical exposure to the elements and to provide gathering places for special events like the Tall Ships and fireworks; and
- o Improved sheltered walkway connections between terminals and public ways.



Plant Materials

- o Large numbers of new trees and plants will be provided along the edge of the Harbor.
- o Multiple rows of leafy, deciduous canopy trees will be provided to edge broad promenades and walks and to provide dappled shade on hot sunny days for the pleasure of strollers, joggers, and workers. Seasonal changes of color and texture, fragrant spring and summer flowering trees, wind deflection and strong feelings of place will be other benefits.
- o Trees will be planted on streets to link Harborpark back into the city and similarly lead people from the city core to Harborwalk; these trees will define the streets and walks with ribbons of green.
- o Bosques and groves of evergreen trees will be planted in the more protected garden areas to insure greenery for the winter months, a variety of form and texture, and windbreaks for easier access during stormy weather. Evergreen trees will define space, frame and reveal views and vistas, screen and provide privacy, and reduce glare, noise, and air pollution.
- o Hardy, seaside plant varieties, which will tolerate salt spray and windy conditions will be used. For example, Sycamore Maples (*Acer pseudo-platanus*), Thornless Honeylocusts (*Gleditsia triacanthos inermis*), London Planetrees (*Platanus acerifolia*), and Pin and Red Oaks (*Quercus palustris* and *Quercus rubra*) are recommended, as are Austrian Pines (*Pinus nigra*) and Japanese Black Pines (*Pinus thunbergii*) as evergreens. Recommended shrubs include the Juniper (*Juniperus horizontalis* 'Blue Rug' and 'Bar Harbor'), Yew (*Taxus baccata*), Rock Spray Cotoneaster, Barberry, Bayberry, and *Rosa rugosa* since they are at home in this ocean setting and will provide a variety of color, texture, and interest.

- o Planting beds and tubs featuring hardy perennials, low shrubs, spring bulbs and seasonal flowers will be provided to enliven and beautify Harborwalk. These will be placed in quiet sitting spaces with a backdrop of green trees and shrubs, in large open plazas with vendors, in restaurants, shops, on terraces of adjoining buildings, and on walkways and boardwalks.



Street Furniture

- o The palette of landscape materials established at Waterfront Park, the Marriott Long Wharf Hotel, the Aquarium, Harbor Towers and 400 Atlantic Avenue will be used in Harborpark to further define and identify the space. These materials include 'Mariner' light fixtures, wooden benches with backs, and trash receptacles.

Paving

- o Granite, brick or wooden decks will be provided for pedestrians.
- o All walking surfaces and crosswalks will be designed to permit ease of movement for those in wheelchairs.
- o Paving textures will be provided to assist those with impaired vision and other disabilities.
- o Safe, high quality roadways will be provided for vehicle access where necessary.

Environment

The waterfront environment must be viewed as an ecosystem that includes aquatic and terrestrial plant and animal life, air and light, surface and ground water, geologic features, and people. All of these elements must be considered in developing guidelines for the Inner Harbor.

Air Quality

- o Buildings near the Harbor will be of a height and massing that does not block diurnal sea breezes that disperse air pollution.

- o Design will allow the flow and circulation of prevailing winds to cleanse the City of pollution that builds up during the day.
- o The cumulative development of narrow street canyon walls that trap air pollutants and cause dangerous "hot spot" levels of pollution will be avoided.

Pedestrian-Level Winds

- o Structures that exacerbate strong winds and generate dangerous wind velocities and gustiness will be avoided through design control of building height, density and massing. Wind tunnel test will be required for major buildings.

Sunlight/Daylight

- o Sunlight will be preserved in open spaces and major pedestrian areas.
- o Daylight and sky views will be preserved by avoiding the building of dark narrow street canyon walls.

Water Quality

- o Surface drainage will be managed to minimize solids, oils, and heavy metals from street runoff entering the harbor.
- o Maximum control over industrial pollutants and hazardous substances will be required to prevent them from entering the Harbor, including sealed containment walls and no open storage.
- o Porous paving and vegetated surfaces will be required to allow storm water to filter through the ground and thereby minimize pollution of the harbor.

Construction Impacts

- o Strong controls will be required on construction activities in order to:
 - minimize particulate and gaseous air pollution;
 - prevent solids from entering the Harbor;
 - prevent contamination of groundwater; and
 - maintain groundwater levels to prevent building foundation damage where wooden piles exist.

Vehicular Transportation

Harborpark's goal is to get people out of their cars, on their feet, on to boats, and on to mass transit. New development will further the attainment of this goal by providing parking facilities directly accessible from major highways and arterial streets, emphasizing links to the public transit system and enhancing pedestrian access to the water and access by boat to the land.

Increased water transportation is a primary objective of the Harborpark plan. Boston is a city blessed with one of the finest harbors in the world. The two million water trips per year will increase dramatically with new and expanded terminals, water taxi service, dinghy docks, pleasure boat dock space, basic marine service and supply facilities.

Commuters from Columbia Point, Charlestown, East Boston, and the North and South Shore will benefit by expanded and improved ferry service. Visitors and residents will enjoy faster, more exciting transit to and from the Airport. Millions of visitors and residents will tour Boston from the John F. Kennedy Library to the Freedom Trail to the Constitution via the excursion boats. The Boston Harbor Islands will be more easily accessible with the new terminal at Long Wharf.

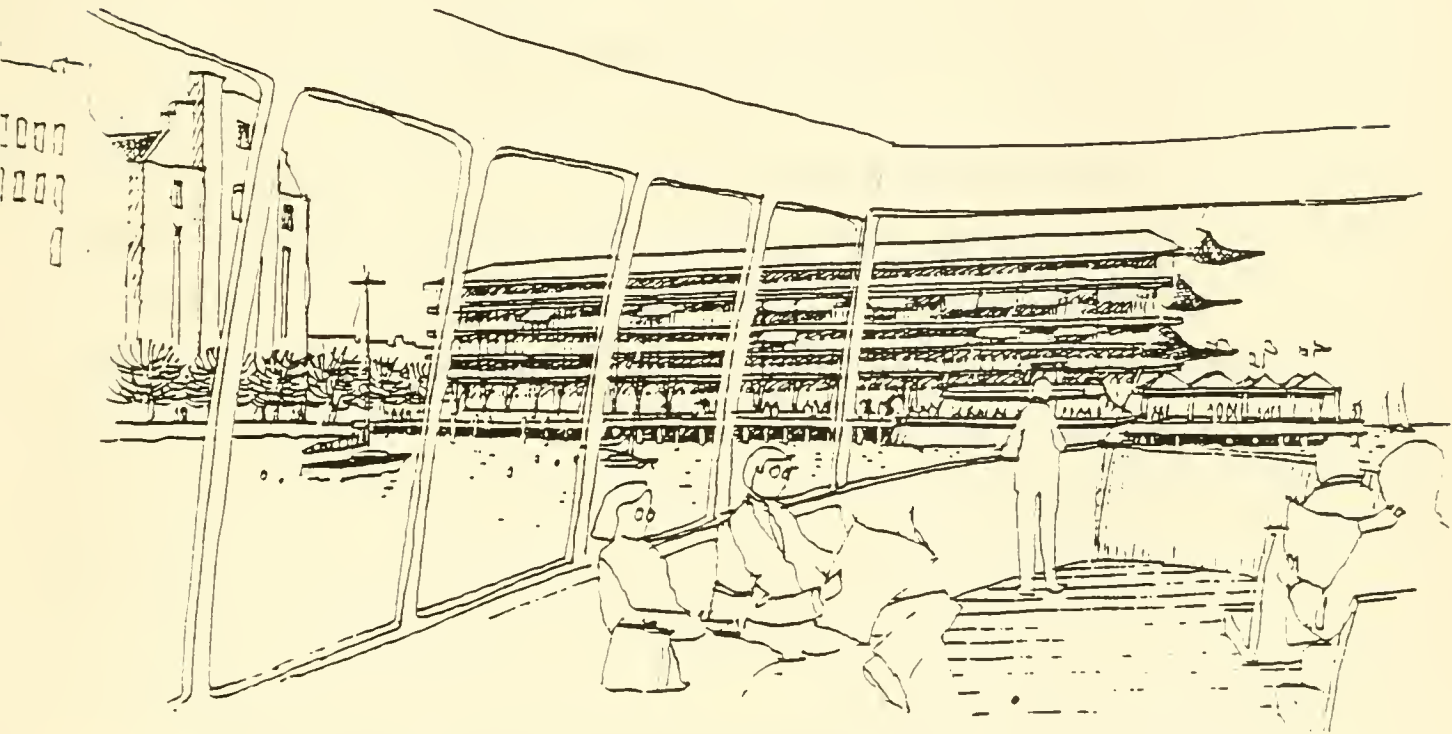
Water Taxis

- o Water taxi docking facilities will be provided at the following locations in the Phase One area:
 - Rowes/Foster's Wharves
 - Long Wharf
 - Sargent's Wharf
 - Lincoln Wharf
 - Northern Avenue Bridge/Fort Point Channel
 - Fan Pier
- o Water taxi facilities will include:
 - Lighted shelter from wind, rain and snow
 - Signage and route information
 - Suitable access to ground transportation and/or public ways

Excursion and Commuter Ferry Boats

- o Temperature-controlled, lighted terminals will be provided for commuters and tourists. These terminals will include seating, information kiosks, telephones, public toilets and suitable access to ground transportation and/or public ways. In the Phase One area terminals will be located at:
 - Northern Avenue Bridge/Fort Point Channel
 - Long Wharf
 - Rowes/Foster's Wharves
- o Directional signs will be provided to aid water/ground transfers.
- o Marina facilities will be provided for private and commercial vessels. These will include gas, water, ice, electricity, convenience shopping, basic chandlery supplies, sewage and trash removal. The sites will be:

- Sargent's Wharf
- Northern Avenue Bridge/Fort Point Channel
- o Service areas will be provided for larger commercial boats at:
 - Fort Point Channel/Northern Avenue Bridge
 - East Boston Piers
 - Long Wharf



Pleasure Boats

- o Transient boat slips (at least 10% of total boat slips) for larger pleasure craft will be provided at:
 - Fan Piers
 - Rowes/Foster's Wharves
 - Commercial Wharf
 - Lewis Wharf
 - Union Wharf

- Sargent's Wharf
- Lincoln Wharf
- Constitution Marina
- o A registry of home port boats on extended cruises will be maintained so that available slips can be used by transients.
- o City of Boston moorings for hire to visiting pleasure boats will be provided.
- o Dinghy docks with oar lockers will be provided at:
 - Fan Piers
 - Northern Avenue Bridge
 - Rowes/Foster's Wharves
 - Commercial Wharf
 - Lewis Wharf
 - Sargent's Wharf
 - Lincoln Wharf
 - Constitution Marina

Parking and Related Services

- o All parking and related services will be provided below grade.
- o Clear and direct access will be provided to these facilities from surrounding streets, and as distant as possible from the water's edge.

Public Transportation

- o Clearly marked and direct pedestrian links will be provided to rapid transit stations serving the waterfront.
- o Sheltered waiting facilities will be provided for water-borne transport and for the Harborpark bus loop along Northern Avenue, Atlantic Avenue, Commercial Street and New Water Street.

IV. PROJECT REVIEW PROCESS

The Harborpark project area will be designated an Interim Planning Overlay District during the planning period in order to guard against the introduction of land uses that would be incompatible with the land use goals and revised zoning designations that will evolve from the planning process. As a result, all applicants for a building or change-in-use permit related to non-residential property within the Interim Planning Overlay District will have to receive an Interim Planning Permit from the Board of Appeal before the Inspectional Services Department can issue the requested permit.

Before the Board of Appeal makes a decision on an application, the Boston Redevelopment Authority, as the City's planning agency, will review the proposal. Within 90 days, the Redevelopment Authority will submit its recommendation to the Board of Appeal, at which time an Interim Planning Permit may be issued. Once the Interim Planning Permit is issued, the Inspectional Service Department will issue the requested permit. If the Board of Appeal denies an Interim Planning Permit to the applicant, modification to the proposal will be required prior to subsequent submission(s) to the Inspectional Services Department.

The project review process within the Redevelopment Authority will be undertaken by the BRA staff with the participation of the Advisory Committee for Harborpark as representatives of Boston Harbor interests and waterfront neighborhoods. The role of the Advisory Committee in this review process will be essential as members will articulate the needs, issues, and problems of the harbor and the neighborhoods as they relate to the project proposal undergoing review. This participation will provide valuable guidance in development of the final proposals which will, as a result, reflect a high degree of sensitivity to the goals of Harborpark.

The Boston Redevelopment Authority will make a recommendation to the Board of Appeal based on a number of considerations related to the goals of the Harborpark project. Such considerations will include: nature of land uses in the proposed project in relation to interim zoning controls, the Interim Design Standards outlined in this report, financial feasibility of the project, the social/economic public benefits such as jobs, housing, and tax revenues created by the project, and the special concerns outlined by the Advisory Committee for Harborpark. This comprehensive review will aim to ensure that all of Harborpark's goals are addressed and an attempt is made to balance aesthetic, social, and economic priorities.

V. NEXT STEPS

In addition to applying the Interim Design Standards during the planning process, a related task will be development and establishment of Permanent Design Guidelines for Harborpark. The successful completion of this task will be achieved within Harborpark's participatory planning process. The Advisory Committee for Harborpark and the various community groups and interested residents will work jointly with the Boston Redevelopment Authority and a number of other relevant government agencies to develop the final design guidelines. These guidelines will constitute an important part of the ongoing project review process which will also ensure that projects conform to the requirements of the permanent zoning controls established for Harborpark, are financially feasible, produce public benefits, and are sensitive to the particular concerns of the waterfront neighborhoods and Harbor issues.

CREDITS

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AUTHOR

HARBORPARK

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